ANTIPYRIN TABLOIDS.

ANTIPYRIN has been justly termed by Germain Sée, the eminent French therapeutist, as the remedy for pain. Prominent among its actions is that of relieving headache. "It prevents as well as cures the attack"—Dr. Kingsbury. The *British Medical Journal* says, "In Antipyrin we possess a powerful anodyne for pain of nervous and rheumatic origin." From one to three Tabloids is the amount usually required for headaches. Antipyrin Tabloids are supplied by all Chemists in bottles containing 25 and 100. cl

Hong Kong Daily Press.

ESTABLISHED 1857.

No. 10,382 號二十八百三零萬一第 日七十二月三年七十緒光 HONGKONG TUESDAY, MAY 5TH, 1891. 二年禮 號五月五英港香 [PRICE $2½ PER MONTH

CADBURY'S COCOA
GUARANTEED ABSOLUTELY PURE
CADBURY'S COCOA
DELICIOUS, NUTRITIOUS SUSTAINING.
CADBURY'S COCOA
EASY TO DIGEST
CADBURY'S COCOA
THE BEST BEVERAGE FOR TROPICAL CLIMATES.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c. should be addressed "Daily Press" only, and special business matters "The Manager."

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of the *Daily Press* should be sent before 11 a.m. on the day of publication. After that hour the supply is limited.

Telegraphic Address *Press*. Telephone No. 12.

NEW ADVERTISEMENTS.

TO LET.

HOUSES at the PEAK and at BELILIOS TERRACE.
ROOM and SHOP in BEACONSFIELD ARCADE, QUEEN'S ROAD.
GODOWNS in DUDDELL STREET.
Apply to BELILIOS & Co.
Hongkong, 5th May, 1891. [1130

FOR SALE.

TWO STEAM LAUNCHES named "FEI-WAN" and "FEI-SHUN" respectively, and STEAM ENGINES in connection therewith.
Fei-wan:—length 79ft. 5in., beam 18ft. 6in., depth 6ft. 9in.
Fei-shun:—length 64ft. 5in., beam 11ft. 5in., depth 5ft. 5in.
For further particulars apply to HIN LEE HOP KEE, TONG MAN STREET.
HOP HING & Co.
Hongkong, 5th May, 1891. [1133

A. S. WATSON AND COMPANY, LIMITED.

NOTICE is hereby given, That the ORDINARY GENERAL MEETING of the Company will be held at the HONGKONG DISPENSARY on THURSDAY, the 14th inst., at Three o'clock in the Afternoon, for the purpose of receiving the Report of the General Manager, together with a Statement of Account to the 31st December, 1890.

The REGISTER of SHARES will be CLOSED from Monday, the 11th instant, till Saturday, the 16th instant, both days inclusive, during which period no Transfer of Shares can be registered.

And Notice is further given, that an EXTRAORDINARY GENERAL MEETING of the Company will be held at the same place on the same day at the conclusion of the above named Meeting, when the following SPECIAL RESOLUTION will be proposed:—

"That with a view to the further extension of the business of the Company in London and elsewhere, the Capital of the Company be increased to the sum of Six Hundred Thousand Dollars by the issue of 10,000 New Shares of the value of Ten Dollars each, and that such New Shares be issued by the General Manager at such time or times as he shall think fit, and be disposed of by him as if they were part of the Shares in the original Capital of the Company, in such manner, on such terms, and at such premium as he shall in the interest of the Company determine. The amount realised by way of premium to be put to the Reserve Fund."

By Order,
T. H. TALBOT, Secretary.
Hongkong, 5th May, 1891. [1131

SOCIETE FRANCAISE DES HOUILLERES DE TOURANE.

THE ANNUAL GENERAL MEETING of the SHAREHOLDERS of the SOCIETE FRANCAISE DES HOUILLERES DE TOURANE will take place at HAIPHONG, RUE DE LA DONAN, on THURSDAY, 28th MAY, 1891, at 5 P.M.

ORDER OF THE DAY.—
1 Report presented by the Board of Directors.
2 Report of the Auditors.
3 Approval of Accounts.
4 Election of a Director.
5 Election of the Auditors.
6 Renewal of the Authorization given to some of the Directors to enter into contracts or have a regular business intercourse with the Company.

By Order of the Board of Directors,
ARNHOLD, KARBERG & Co., Agents.
Hongkong, 5th May, 1891. [1129

THE HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE.

THE CERTIFICATE of 25 SHARES in this Company numbered 11,224/11,248, standing in the Register in the name of Mr. F. B. JOHNSON, having been lost, notice is hereby given that a NEW CERTIFICATE for the said 25 Shares will be issued Fourteen Days hence, and that the Original Certificate, unless produced within that period, will thereafter be held by the Company as null and void.

D. GILLIES, Secretary.
Hongkong, 5th May, 1891. [1132

DAKIN BROTHERS OF CHINA, LIMITED.

CHEMISTS AND AERATED WATER MANUFACTURERS.

DAKIN'S LEMON SQUASH

A veritable Lemon Squash Aerated.

Per dozen 50 cents.

TELEPHONE No. 60.

Nos. 22 & 24, QUEEN'S ROAD CENTRAL. [a24

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by PUBLIC AUCTION, TO-MORROW, the 6th day of MAY, 1891, at 2.30 P.M., at his SALES ROOMS, QUEEN'S ROAD, An Invoice of JAPANESE WARE, Comprising:—
KANGA, IMARI, KIOTO and TOKIO VASES, JARS, BOWLS, PLATES, INCENSE BURNERS, TEA and COFFEE SETS, &c.
GOLD and SILVER INLAID BRONZES.
ENAMELLED PLATES, BOWLS, VASES, &c.
IVORY INLAID PANELS.
EMBROIDERIES, SCREENS and KAKIMONOS.
An Assortment of LACQUERED WARE, BASKET WARE, WALKING STICKS, &c., &c.

TERMS CASH.—All Lots with all faults and errors of description at Purchasers' risk on the fall of the hammer.

J. M. ARMSTRONG, Auctioneer.
Hongkong, 5th May, 1891. [1128

NEW ADVERTISEMENTS.

IN THE SUPREME COURT OF HONGKONG.

IN BANKRUPTCY.

IN THE MATTER OF NG-A-KEW, A BANKRUPT.

NOTICE is hereby given, That a MEETING of CREDITORS of NG A-KEW will be held before the Acting Registrar of the said Court on FRIDAY, the 15th day of MAY, 1891, at 2.30 of the clock in the Afternoon precisely, for the purpose of declaring a final Dividend.

Creditors who have not yet proved must do so on or before the said 15th day of May, 1891.

Dated the 1st day of May, 1891.
C. F. A. SANGSTER, Deputy Registrar.
Hongkong, 5th May, 1891. [1127

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA VIA AMOY.

THE Company's Steamship "ZAFIRO," Captain Cobban, will be despatched for the above Ports TO-MORROW, the 6th inst., at 4 P.M.

For Freight or Passage, apply to
RUSSELL & Co., General Managers.
Hongkong, 4th May, 1891. [1122

FOR SWATOW AND BANGKOK.

THE SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.

THE Company's Steamer "PHRANANG," Captain W. H. Watton, will be despatched for the above Ports on THURSDAY, the 7th inst., at 10 A.M.

For Freight or Passage, apply to
YUEN FAT HONG, Agents.
Hongkong, 4th May, 1891. [1126

OCEAN STEAMSHIP COMPANY.

FOR SANDAKAN AND KUDAT.
(Taking through cargo for SULU, MENADO, GORONTALO and TERNATE.)

THE Company's Steamship "MEMNON," Captain Dorff, will be despatched as above on FRIDAY, the 8th inst., at 3 P.M.

In future this or other Steamer will ply between British North Borneo and Hongkong only, leaving Hongkong about every eighteen days.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 4th May, 1891. [953

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG, AND CALCUTTA.

THE Company's Steamship "WINGSANG," Captain St. Croix, will be despatched as above on FRIDAY, the 8th inst., at Noon.

This steamer has superior first-class accommodation, specially constructed to meet the requirements of tropical climates.

For Freight or Passage, apply to
JARDINE, MATHESON & Co., General Managers.
Hongkong, 4th May, 1891. [1124

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY, AND MELBOURNE.

THE Company's Steamship "CHINGTU," A. Hunt, Commander, will be despatched as above on FRIDAY, the 8th inst., at 10 A.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First-class Saloon and Cabins are situated forward of the Engines. Second Class Passengers are berthed in the Poop. A Refrigerating Chamber ensures the supply of Fresh Provisions during the entire voyage. A duly qualified Surgeon is carried.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 4th May, 1891. [1039

STEAM TO STRAITS AND BOMBAY.
Calling at COLOMBO if sufficient inducement offers.

THE P. & O. S. N. Co.'s Steamship "LOMBARDY," Capt. F. Cole, will leave for the above Places on TUESDAY, the 12th inst., at Noon.

E. L. WOODIN, Superintendent.
Hongkong, 4th May, 1891. [1125

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG, AND SINGAPORE.

THE Company's Steamship "WINGSANG" having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained.

Cargo remaining undelivered after the 9th instant will be subject to rent. No Fire Insurance has been effected. Consignees are requested to present all claims for damages and/or shortages not later than the 16th inst., otherwise they will not be recognised.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co., General Managers.
Hongkong, 4th May, 1891. [1123

NOTICE.

THE GOVERNOR and LADY DES VŒUX will be glad to receive at GOVERNMENT HOUSE TO-MORROW, MAY 6th, between the Hours of 4 and 6 P.M., all those who wish to bid them farewell.

Hongkong, 4th May, 1891. [1116

MOUTRIE, ROBINSON & CO. (from J. BROADWOOD & SONS and COLLARD & COLLARD) Will shortly Open a BRANCH HOUSE in HONGKONG, and show a large stock of PIANOS and ORGANS, MUSIC, and every description of MUSICAL INSTRUMENTS, for SALE, HIRE, or PURCHASE BY MONTHLY PAYMENTS

We shall be prepared to undertake the TUNING, REPAIRING, or REBUILDING throughout of PIANOS, PIPE OR REED ORGANS, &c., on free estimates.

We employ a large staff of workmen, and all our Tuners and Repairers have been trained in the best factories. We will GUARANTEE all our work.

MOUTRIE, ROBINSON & Co.,
LONDON, SHANGHAI, KOBE, AND YOKOHAMA.

16 years extensive experience in China and the only Firm of trained and practical people devoting themselves entirely to the Music and Musical Instrument Trade. [a577

INTIMATIONS.

NOTICE.

THE WARD ROOM OFFICERS of H.M.S. "VICTOR EMANUEL" give notice that they are NOT RESPONSIBLE for any DEBTS contracted on or after the 1st MAY, 1891, by their Messman QUAN LONG or any other Person.

Hongkong, 30th April, 1891. [1078

TREASURY NOTICE.

THE RATING ORDINANCE, 1888.

THE VALUATION LIST for VICTORIA for 1891-92 is Open to inspection at the TREASURY for Twenty-one Days, commencing from MONDAY, 4th MAY. Extracts may be taken.

This Valuation will be in force from July 1st, 1891, to June 30th, 1892.

The last day for appeal to the Supreme Court will be MAY 23rd. Besides lodging a Formal Appeal in the Court, stating the grounds of such Appeal a copy of such notice must also be sent to the Assessor on or before that date.

The Valuation Lists for the Hill District, Kowloon and the Villages will be open to inspection later on, of which due notice will be given.

Where the Valuation of any Tenement has been altered from that now in force, the Assessor has sent notice of such change to the Owner, if his address is known, or if not, to the Occupier, with a request that he will hand the same to the Owner. The omission to serve such notice does not invalidate the Rate, or form any excuse for not appealing against any Assessment within the prescribed time, viz. May 4th to May 23rd, 1891. All Owners or Occupiers interested in rateable property should therefore inspect the Rate Book within this period.

ARTHUR CHAPMAN, Assessor.
Hongkong, 1st May, 1891. [1097

W. POWELL & CO.

Ex S.S. "SHANGHAI" AND "THAMES."

GENT.'S WHITE SHIRTS, in Special Light Make for Summer Wear.

SUMMER WASHING TIES & SCARVES.

W. POWELL & Co.
Hongkong, 30th April, 1891. [a326

W. BREWER

Has just received
Rein's Industries of Japan.
Seeley's Expansion of England.
Dilke's Greater Britain.
Green's Library History of England, 4 vols.
" Short History of English People
1000 Flashes French Wit and Wisdom.
Buckle's History of Civilization.
Draper's Intellectual Development of Europe.
Brewer's Historic Note Book—Companion to Reader's Handbook.
Ellis's Greymare Romance.
Great Artists—Cruikshank.
Walker's Handy Reference Atlas.
" Pocket Colonial
Stonehenge on the Dog.
Newspaper Reader's Handbook.
Thearle's Naval Architecture.
" Shipbuilding in Iron and Steel.
Heroes of the Nations—Pericles.
Rulers of India—Mayo.
Reade's Martyrdom of Man.

WALTER W. BREWER,
21 UNDER HONGKONG HOTEL.

THE MARINBURK FURNITURE COMPANY, LIMITED.

STEAM FACTORY AT WANCHAI.

NEW SHOWROOM AT CONNAUGHT HOUSE, No. 13, QUEEN'S ROAD CENTRAL,

At which is a large stock of Furniture in latest designs of every description, now offered at very Low Prices.

PIANOS AND FURNITURE TAKEN ON STORAGE.

Having Rooms exceptionally well adapted for the dry storage of these Articles at our Wanchai Warerooms, we are prepared to accept reasonable rates for same, including Fire Insurance.

Hongkong, 13th March, 1891. [80

LANE, CRAWFORD & CO.

FOR SALE.

RANSOME'S LAWN MOWERS.
"BEST" LAWN SCYTHES,
SCYTHE STONES.
GARDEN RAKES, SPADES, DIGGING FORKS, TROWELS, SYRINGES, SHEARS, &c., &c.

"CAVENDISH" LAWN TENNIS POLES.
EUREKA LAWN TENNIS POLES,
STEAM TANNED NETS,
NEW TENNIS BATS, BALLS, and SHOES.

Special Orders for GARDEN SEEDS for next Season should be sent in at once.

LANE, CRAWFORD & CO.
Hongkong, 20th April, 1891. [a22

KELLY & WALSH, LIMITED.

A Second Hand Copy of the ENCYCLOPÆDIA BRITANNICA, Latest Edition, Published at £37.10.0., say $240, offered for $150.

FOREMAN'S PHILIPPINE ISLANDS, Being a Historical, Geographical, Ethnographical, Commercial and Social Sketch of the Philippine Archipelago and its Political Dependencies.

The latest Standard Work on the Philippine Islands. Price $5.

The Map and Frontispiece required for the completion of this work will arrive by the next English Mail. Copies will then be ready for delivery at once.

Nearly Ready.
An ENGLISH and CANTONESE DICTIONARY,
By JOHN CHALMERS, LL.D.
Sixth Edition, revised and enlarged.

Just Published, price 50 cents,
Printed in Colours on Japanese Crêpe Paper,
JAPANESE JINGLES,
Being a few little verses which have appeared before in the *Japan Gazette*, by
MAE ST. JOHN BRAMHALL.

KELLY & WALSH, LD., PUBLISHERS. [20

INTIMATIONS.

THE NEW YORK LIFE INSURANCE COMPANY.
ESTABLISHED 1845.

TOTAL ASSETS ON 1ST JANUARY, 1891	$115,947,809
AMOUNT ASSURED	$569,338,726
SURPLUS BY NEW YORK STATE STANDARD	$ 14,898,450

BIRLEY, DALRYMPLE & Co., Agents, Hongkong.
Hongkong, 24th April, 1891. [a295

NOTICE.

THE Undersigned will LET FURNITURE, &c., for PEAK RESIDENCES for the Summer months.

ACHEE & Co., 17 Queen's Road.
Hongkong, 11th April, 1891. [923

THE CANTON INSURANCE OFFICE, LIMITED.

NOTICE is hereby given, That an EXTRAORDINARY GENERAL MEETING of the CANTON INSURANCE OFFICE, LIMITED, will be held at the COMPANY'S OFFICE, situate in PEDDER'S STREET, VICTORIA, in the Colony of Hongkong, on THURSDAY, the 21st day of MAY, 1891, at Twelve o'clock (Noon), when the subjoined Resolution will be proposed:—

RESOLUTION.

That Clause No. 121 be struck out and expunged from the Articles of Association of this Company, and do cease to form portion of the Articles of this Company from the 5th day of June, 1891, and that the following Clause be substituted instead thereof and do form portion of the Articles of Association of the Company from the last mentioned day and be numbered 121.

121.—After payment of the interest mentioned in the immediately preceding Article, the General Agents may, with the sanction of the Consulting Committee, from time to time out of the annual profits of the Company add to the Reserve Fund (which now amounts to $500,000) such a sum as they shall think fit, and may, with such sanction as aforesaid, from time to time pay the whole or any part of the annual interest of the Reserve Fund to such persons as shall, on a date to be annually determined on by the General Agents with such sanction as aforesaid, be shareholders, such persons to be entitled to participate in such last mentioned interest rateably and in proportion to the number of shares held by them respectively. If after payment of the interest mentioned in the immediately preceding Article and of the additions (if any) to the Reserve Fund by this Article authorized to be made, there shall remain any undisposed-of annual profits, then and in that event the General Agents may, with such sanction as aforesaid, from time to time pay the same by way of Bonus to Contributories (whether shareholders or not) of premia, and in such proportions as the General Agents with such sanction as aforesaid shall determine, and if after all such payments as aforesaid there shall still remain any undisposed-of annual profits, then and in that event the General Agents may from time to time pay or apply the same in such manner as they, with such sanction as aforesaid, shall think best in the interests of the Company.

Dated this 30th day of April, 1891.
JARDINE, MATHESON & Co., General Agents,
Canton Insurance Office, Limited.
Hongkong, 30th April, 1891. [1080

HOTELS.

BAINS DE MER BAINS DE MER
PLAGE DE DO-SON.
SAISON 1891.

GRAND HOTEL DE DO-SON.
OUVERT DU 1ER MAI AU 31 OCTOBRE.

Service Special Quotidien par chaloupes des Messageries fluviales. Prix du Passage, $1 d'Haiphong à Do-son, ou de Do-son à Haiphong; Indigènes $0.20.

DEPARTS.

Les jours de semaine:	Le dimanche:
d'Haiphong à 4 h. soir.	d'Haiphong { 8 h. matin. 2 h. soir.
de Do-son à 6 h. matin.	de Do-son { 5 h. 30 m. 10 h. 30 m.

CHAMBRES CONFORTABLES $1.50; REPAS $1. Consommations à la Glace.

TARIF POUR SEJOURS.

	par personne et par jour.	par ménage et par jour.
de 7 jours à 15 jours...	$3.25	$6.00
de 16 id à 20 jours...	2.75	5.00
de 21 id à 30 jours...	2.50	4.50

Arrangements particuliers pour enfants.

Bureau Télégraphique à l'hôtel.
Pousse-pousse, et chaises à porteurs pour promenades et excursions. [908

STAG HOTEL,
QUEEN'S ROAD CENTRAL, HONGKONG.

THIS HOTEL, situated in the most Central part of Hongkong, has recently been REFITTED, and has Excellent Accommodation for visitors.

The TABLE is always well supplied with the best articles of the Season.

WINES, LIQUORS, &c., of the very best quality only.

Charges Moderate.
HING LEE & Co., Proprietors.
Hongkong, 15th April, 1891. [961

THE MOUNT AUSTIN HOTEL.

A SELECT FAMILY and RESIDENTIAL HOTEL, situated 1,400 feet above the sea level, commanding on the one side a magnificent view of the Harbour with the Mainland in the distance, and on the other of hills and mountains, with the sea beyond dotted with islands as far as the eye can reach, surrounded by extensive promenades and pleasure grounds, including three good Tennis Courts. The Mount Promenade alone is nearly an acre in extent, and the Flagstaff in its centre can be seen from a great distance in every direction.

The Hotel is replete with every accommodation for Families and Gentlemen.

The Manager, Mr. ROBERT ISHERWOOD, will be assisted by an Efficient Lady Staff, and the Hotel will be conducted upon the best English system. The accommodation comprises a spacious Dining Hall, Private Dining Rooms, Drawing, Reading, Smoking, Grill, Billiard, and Private Sitting Rooms, with Fifty-four Bedrooms each provided with separate Bathroom and every convenience.

Tramway Tickets will be supplied to Visitors at Reduced Rates.

The Hotel will Open on or about the QUEEN'S BIRTHDAY.

For terms apply to the SECRETARY at the COMPANY'S OFFICE, 38 and 40, Queen's Road Central, Hongkong.

Hongkong, 30th April, 1891. [1084

THE BOA VISTA.
BISHOP'S BAY, MACAO.

THIS HOUSE situated on the Coast in one of the best and healthiest parts of Macao and commanding an admirable View facing the South, was opened as an Hotel on the 1st July.

Every comfort will be provided for Visitors with excellent Cuisine and choice Wines.

Hot, cold, shower and sea water Baths. Large and well ventilated Dining, Billiard, and Reading Rooms and well supplied Bar.

A small dairy is attached to the premises.

38 Mrs. MARIA B. DOS REMEDIOS, Proprietress.

INTIMATIONS

THE STANDARD

A SCOTTISH LIFE OFFICE OF 64 YEARS STANDING, AND ONE OF THE WEALTHIEST AND MOST PROGRESSIVE OF THE PROVIDENT INSTITUTIONS OF THE UNITED KINGDOM.

THE STANDARD has a long record of good services to refer to; its Funds, annually increasing, amount to £7,000,000 Stg.; the Premiums are moderate; and all modern features consistent with safety have been adopted.

ADAMSON, BELL & Co., Agents, Hongkong.
1101—6a

V R

JOSEPH GILLOTT'S STEEL PENS.

GOLD MEDALS, PARIS, 1878-1889.
These world-famous Pens are the "Best in the World" [1134

MÜNICH BEER.

ZUM LÖWENBRÄU.

EDUARD SCHELLHASS & CO., Sole Agents.
Hongkong, 17th February, 1891. [1061

CANTON INSURANCE OFFICE, LIMITED.

NOTICE TO CONTRIBUTORS.

A BONUS of FIFTEEN PER CENT. upon contributions for the year 1890 has this day been declared. Warrants may be had on application at the above Office on and after the 7th proximo.

JARDINE, MATHESON & Co., General Agents,
Canton Insurance Office, Limited.
Hongkong, 25th April, 1891. [1054

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

AN INTERIM BONUS of EIGHTEEN PER CENT. upon contributions for the year 1890 has been declared. Warrants may be had on application at the Office of the Society on and after the 6th MAY.

By the order of the Board,
N. J. EDE, Secretary.
Hongkong, 25th April, 1891. [1047

NOTICE.

THE PUNJOM AND SONGHIE DUA SAMANTAN MINING COMPANY, LIMITED.

ISSUE OF 60,000 PREFERENCE SHARES OF $1 EACH FULLY PAID.

APPLICATIONS will be received at the COMPANY'S OFFICE, No. 9, QUEEN'S ROAD CENTRAL, HONGKONG, for 60,000 $1 Shares bearing a right to a Cumulative Preferential Dividend of 12 per cent.

In the event of the Company being wound up the Holders of the said Preference Shares shall be entitled to have the Surplus Assets of the Company applied in the First Place to repaying to them of the Amount paid up on such Preference Shares; the residue of such surplus assets shall belong to and be divided among the Ordinary Shareholders of the Company.

Application Forms are to be obtained from and to be sent in to the Company's Bankers, the HONGKONG AND SHANGHAI BANKING CORPORATION, in Hongkong, on or before TUESDAY, the 5th MAY, 1891, accompanied by Payment of $1 per Share for each Share applied for.

By Order of the Board,
A. O'D. GOURDIN, Secretary.
Hongkong, 24th April, 1891. [1043

HONGKONG HIGH LEVEL TRAMWAYS COMPANY, LIMITED.

NOTICE is hereby given, That in pursuance of a request made to the General Managers, an EXTRAORDINARY MEETING of SHAREHOLDERS of this COMPANY is hereby called for THURSDAY, the Seventh day of MAY, 1891, at 12 o'clock Noon, at the HONGKONG HOTEL, for the purpose of passing a Special Resolution that Mr. JAMES ANDERSON be appointed General Manager of the Company in the place of Messrs. MACEWEN, FRICKEL & Company, and for striking out the words MacEwen, Frickel & Company in Article 6 of the Articles of Association and inserting the words "James Anderson" therein in the same places.

Dated at Hongkong this 24th day of April, 1891.

MACEWEN, FRICKEL & Co., General Managers.
Hongkong, 25th April, 1891. [1045

AUCTION

PUBLIC AUCTION.

MR. J. M. ARMSTRONG has received instructions from the MORTGAGEE to Sell by PUBLIC AUCTION, on TUESDAY, the 12th day of MAY, 1891, at 4 o'clock P.M., on the PREMISES, in one or more Lots, The following VALUABLE LEASEHOLD PROPERTY situate at VICTORIA, in the Colony of HONGKONG, being Nos. 50 and 52 GRAHAM STREET.

All that portion of the PIECE or PARCEL of GROUND Registered in the Land Office as Inland Lot No. 113, abutting on the North side thereof on a Close Registered in the Land Office as Inland Lot No. 112, and measuring thereon 45 feet and 8 inches or thereabouts, on the South side thereof on other portion of the said Inland Lot No. 113, at the centre of a party wall, and measuring thereon 45 feet and 6 inches or thereabouts, on the East side thereof on other portion of the said Inland Lot No. 113 and measuring thereon 27 feet and 8 inches or thereabouts to the centre of a party wall, and on the West side thereof on Graham Street, and measuring thereon 27 feet and 9 inches or thereabouts to the centre of a party wall, which said Piece of Ground contains in the whole 1,263 square feet or thereabouts and is Registered in the Land Office as the Remaining Portion of Section C of Inland Lot No. 113.

The above mentioned property is held under Indentures of Crown Lease and Extension thereof respectively dated the 16th day of March, 1846, and the 4th day of July, 1859, for the respective terms of 75 years and 924 years subject to the payment of the due proportion of the Annual Crown Rent reserved by this Crown Lease.

For further particulars apply to
JOHNSON, STOKES, & MASTER, Solicitors for the Vendor, Supreme Court-House,
or to J. M. ARMSTRONG, Auctioneer.
Hongkong, 4th May, 1891. [1115

INTIMATIONS

"CAMPHYLENE"

A NEW DISINFECTANT, GERMICIDE, INSECTICIDE, AND ANTIMICROBE.

A Powerful and effective Non-poisonous and Non-corrosive Disinfectant for use in Sick Rooms, for fumigating Clothing, Bed Linen, &c., and for general use as an agreeable indoor Disinfectant for Closets, Lavatories, Sinks, &c.

It has a pleasant smell, and is similar to Camphor as regards its property of evaporation. The warmer the weather or climate the more effective is its action.

Prevents Moth in Clothes, Furs, Carpets, &c. Drives away Flies, Mosquitoes, and other Insects.

Camphylene to suit its Various Uses is Manufactured in several forms, viz.:—Balls, Solid Blocks, and Powder.

The Balls and Solid Blocks are Sold in Tins at 50 Cents, $1, $1.50, and $2 each. The Powder in Tins at 50 Cents, $1, and $1.50 each. The largest sizes are the cheapest in proportion.

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LONDON OFFICE, 106, Fenchurch Street, E.C.

The Hongkong Dispensary,
30th April, 1891. [a856

CALDBECK, MACGREGOR & Co.
ESTABLISHED 1864

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Shippers to CHINA for over half a Century.
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This ancient House consign to us The well-known 4 STARS COGNAC, superb quality.
Price $14.25 per 1 dozen quarts.
The 3 STARS COGNAC, about 3 years younger,
Price $13.25 per 1 dozen quarts.
The 2 STARS COGNAC, equal to Hennessy's,
Price $10.75 per 1 dozen quarts.

CUTLER, PALMER & Co's "PALL MALL" WHISKY,
very old and high class. Each bottle contains an analyst's certificate. The Whisky is simply grand.
Price $12.75 per 1 dozen quarts.

CUTLER, PALMER'S HEART BOTTLE SCOTCH WHISKY,
moderate in price, excellent in quality, a great favourite,
Price $9.25 per 1 dozen quarts.

CUTLER, PALMER & Co's INVALIDS' PORT,
Analysed and Certificated by Professor Cassall.
Price $12.75 per 1 dozen quarts.

CUTLER, PALMER & Co.'s SHERRIES,
AMOROSO,
Price $12.75 per 1 dozen quarts.
LA TORRE,
Price $10.50 per 1 dozen quarts.
Pure, and natural wine, a tonic
WHITE SEAL SHERRY—Popular at the Club, dry, clear, and of good flavour.
Price $12.75 per 1 dozen quarts.

CUTLER, PALMER & Co.'s CLARETS in Qts. and Pts.
MOUTON,
Price $17.50 per 1 dozen quarts.
LAROSE,
Price $10.25 per 1 dozen quarts.
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Price $5.75 per 1 dozen quarts.

LIQUEUR, BENEDICTINE, D.O.M.,
Price $24 per 1 dozen quarts.

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BINET FILS DRY ELITE, "1884" CHAMPAGNE—MAGNIFICENT WINE.
Send for Price List.
Apply to G. C. ANDERSON,
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The sale of this good Scotch increases month by month; it is of Superb quality and of CUTLER, PALMER & Co.'s SELECTION.

Sole Agents for it—
LANE, CRAWFORD & Co.,
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SHIPPING

ARRIVALS.

May 3, ALWINE, German str., 400, Petersen, Pakhoi and Hoihow 2nd May, General.—WIELER & Co.
May 3, NAMCHOW, British str., 1,115, Colonna, Penang and Singapore 24th April, General.—CHINESE.
May 4, KWANG-LEE, Chinese steamer, 1,508, Lincoln, Whampoa 4th May, General.—C. M. S. N. Co.
May 4, ARDGAY, British str., 1,081, Cass, Wuhu, 29th April, Rice.—JARDINE, MATHESON & Co.
May 4, DECIMA, German str., 965, C. Christensen, Saigon 29th April, Rice.—GEO. R. STEVENS & Co.
May 4, ZAFIRO, British steamer, 675, Cobban, Manila 1st May, General.—RUSSELL & Co.
May 4, MEMNON, British steamer, 825, A. Dorff, Celebes via Sandakan 29th April, General.—BUTTERFIELD & SWIRE.
May 4, RIVERSDALE, British str., 1,311, Mooney, Saigon 29th April, Rice and Paddy.—WO KEE & Co.
May 4, SIN NANZING, British str., 719, Peters, Manila 1st May, General.—JARDINE, MATHESON & Co.
May 4, TRIUMPH, German steamer, 674, J. Bruhn, Hoihow 3rd May, General.—WIELER & Co.
May 4, FIDELIO, German str., 852, H. Brorsen, Whampoa 4th May, General.—MELCHERS & Co.
May 4, EDENDALE, British steamer, 1,566, R. Humphrey, Saigon 29th April, Rice.—MITSUI BUSSAN KAISHIA.

CLEARANCES.
AT THE HARBOUR MASTER'S OFFICE.
4TH MAY.

Heinrich, German bark, for Hamburg.
Activ, Danish str., for Haiphong.
Nizam, British str., for Singapore.
Smith, Chinese str., for Swatow.
Namchow, British str., for Amoy.
Glamorganshire, British str., for Shanghai.
Batavia, British str., for Whampoa.
Fokien, British str., for Swatow.

DEPARTURES.

May 4, PRESTO, German str., for Whampoa.
May 4, FOKIEN, British str., for Swatow.
May 4, GLENORCHY, British str., for Shanghai.
May 4, NIZAM, British str., for Bombay.
May 4, ZOE, German sch., for Matupi.
May 4, ARDGAY, British str., for Whampoa.

PASSENGERS.
ARRIVED.

Per *Zafiro*, str., from Manila.—Mr. and Mrs. S. R. de Hodubro, and 3 children, Mrs. T. Amida, Miss M. C. de Torres, and Mr. H. Ashton.

Per *Namchow*, str., from Penang, &c.—450 Chinese.

Per *Memnon*, str., from Celebes, &c.—Mrs. Moore, Dr. Fogarthy, Messrs. Milne, Leigh, and Penn, and 11 Chinese.

DEPARTED.

Per *Ancona*, str., for Nagasaki.—Miss Heathcote. For Kobe, Miss McIntyre, Mr. Tuck, Lieut. Gore, Lieut. Williams, and Captain Irvine. For Yokohama.—Mrs. Covendish and child, Mr. and Mrs. Dalrymple, Miss Richardson, and Mrs. Mitchell-Innes, Commander T. Roberson, Mrs. Hennessone, Mrs. J. Spragg, Mrs. J. Johns, Mr. C. E. de Bertadano, Mr. E. Higgin, Surgeon C. Dickinson, Mr. M. Thiel, Mr. and Mrs. Moreau.

Per *Diamante*, str., for Manila.—Messrs. L. Anderson, José Lim and servant, Ceferino Domingo, Mr. and Mrs. Villanueda and servant.

Per *Namoa*, str., for Foochow.—Messrs. A. B. Avasia, L. M. F. Grant and H. Sutherland.

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HONGKONG HOTEL.—Messrs. C. Murray Adamson, H. Ashton, C. P. Bennett, Mr. and Mrs. C. C. Cohen, Messrs. B. Doyle, Henry Ewart, E. P. [illegible], Goodman, Messrs. E. L. Hamilton, E. B. Hamilton, N. P. Harris, von Herder, Mr. and Mrs. W. A. King, Miss Krebuke, Messrs. C. A. Longfellow, R. Lyall, J. F. Macnair, T. W. Merritt, J. M. Milne, W. G. Morrison, A. Gordon Munro, J. Newcome, J. H. Ormerod, Alex S. Perry, Richarnus, W. G. Robinson, Schnitzler, Dr. Seelhorst, Messrs. K. A. Sidley, B. Brown Smith, Miss Taylor, Messrs. W. E. Thorne, R. P. Warren, F. Wittenoom.

VICTORIA HOTEL.—Mr. L. Anderson, Rev. Barclay, Messrs. F. Bashki, Fred. Borenemann, Capt. F. A. Bruhn, Messrs. Fred. H. Ewer, Hodubro and family, Dr. Hodubro and family, Messrs. Allan Jones, Noah, Mr. and Mrs. John Rich, Miss Rich, Messrs. W. Ritchie, R. de Vilanueva, T. Lloyd Williamese.

VESSELS IN DOCK.

ABERDEEN DOCKS.—
KOWLOON DOCKS.—Arratoon Apcar, Wm. Le Lacheur, Port. gunboat Din, Fidelio.
COSMOPOLITAN DOCK.—

TO-DAY.

Meeting of Legislative Council, 11 a.m.
Polo at Causeway Bay, 4.45 p.m.
Regimental Band at Officers' Mess, 7.45 p.m.

JUST ARRIVED, FOR SALE.

THE New Stem Winder and Enameled Dial WATERBURY WATCH.

Series J.—For Gentlemen, or large size.
Series L.—For Ladies, or small size.
Winds in less than a dozen turns; Jewelled, Dust-proof, Keyless, with all the latest improvements. A perfect and unrivalled timekeeper; reliable, durable and accurate,
$4.75 each.

and also

Series E.—The "Good old favourite." The best form of the original Waterbury: offered at the reduced price of $2.70 each.

Orders from Out-ports to be accompanied with remittance for cost.

THE MITSUI BUSSAN KAISHIA
Sole Agents in Japan, China, Corea, Hongkong & Macao.
No. 10, Queen's Road Central.
Hongkong, 21st February, 1890. [a1875

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THE GAME OF BILLIARDS Has long since established itself in popular favour as the CHIEF OF INDOOR PASTIMES.

It is played by all Nations, all Classes, and both Sexes, but to be thoroughly enjoyable, it should be played on a PERFECT TABLE.

C. LAZARUS & Co's STANDARD INDIAN TABLE,

Made throughout in CALCUTTA of thoroughly SEASONED SOLID WOOD and fitted with EXTRA LOW SUBSTANTIAL CUSHIONS on the COMBINATION EXPRESS PRINCIPLE,

Fully meets this desideratum, and is as nearly perfect as it is possible to make a Billiard Table

The Standard Indian Billiard Table, with Extra Low Combination Express Cushions, can be procured only from

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PRICE, Rs. 1,265 NETT CASH, f. o. b. Calcutta.

With accessories complete for the game of Billiards.

Always on hand A LARGE STOCK OF MATCH AND PLAIN CUES,

BEST AFRICAN IVORY BILLIARD BALLS.
Superfine Billiard Cloth, Cue Tips, Chalks Cement, and EVERY REQUISITE FOR THE BILLIARD ROOM.

Priced list forwarded on application.

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NEW HOSIERY
To Hand, Ex Recent Arrivals.

SILK and SPUN SILK HALF-HOSE.
WHITE and FANCY COLOURED LISLE THREAD HALF-HOSE.
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MARINE BLUE, SLATE, DRAB, COTTON HALF-HOSE,
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HONGKONG. — YOKOHAMA.
(Established, 1859).
THE ORIENTAL FINE ART DEPOT.

Known as the Oldest and most reliable Establishment in the East.
Hongkong, 9th February, 1891. [380

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ESTABLISHED A.D. 1841.
MANUFACTURERS OF AERATED WATERS.

OUR NEW FACTORY *has been recently refitted with automatic Steam Machinery of the latest and most approved kind, and we are well able to compete in quality with the best English Makers.*

The purest ingredients only are used, and the utmost care and cleanliness are exercised in the manufacture throughout.

LARGE BOMBAY "SODAS"

We continue to supply large bottles as heretofore, *free of Extra Charge*, to those of our Customers who prefer to have them to the ordinary size.

COAST PORT ORDERS,
whenever practicable, are despatched by first steamer leaving after receipt of order.

FOR COAST PORTS, Waters are packed and placed on board ship at Hongkong prices, and the full amount allowed for Packages and Empties when received in good order.

Counterfoil Order Books supplied on application.

Our Registered Telegraphic Address is,
DISPENSARY, HONGKONG,"
And all signed messages addressed thus will receive prompt attention.

The following is a List of Waters always kept ready in Stock:—
PURE AERATED WATER
SODA WATER
LEMONADE
POTASH WATER
SELTZER WATER
LITHIA WATER
SARSAPARILLA WATER
TONIC WATER
GINGER ALE
GINGERADE

No Credit given for Bottles that look dirty, or greasy, or that appear to have been used for any other purpose than that of containing Aerated Water, as such Bottles are never used again by us.

A. S. WATSON & CO., LIMITED,
Hongkong, China, and Manila. [2—19

NOTICE TO CORRESPONDENTS.

Only communications relating to the news columns should be addressed to "The Editor."

Correspondents are requested to forward their name and address with communications addressed to the Editor, not for publication, but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

Orders for extra copies of the *Daily Press* should be sent before 11 a.m. on the day of publication. After that hour the supply is limited.

Telegraphic Address *Press*. Telephone No. 12

The Daily Press.

HONGKONG, MAY 5TH, 1891.

FROM the letter addressed by the Secretary of the Chamber of Commerce to the Acting Colonial Secretary it will be seen that the Chamber has lost no time in correcting the statements made by the Governor with reference to the revenue from and expenditure on account of shipping in this harbour. His Excellency stated that besides lighthouses there were other costly services, such as the Harbour Master's establishment, harbour launches, harbour police, and the observatory, involving an expenditure of some $80,000 per annum, maintained for the benefit of shipping, and principally maintained out of the ordinary taxation of the Colony. The letter of the Chamber of Commerce shows that the revenue of the Harbour department, exclusive of light dues, amounts to over $75,000, and if the income from light dues, after deducting cost of upkeep, be added, we get a total of over $100,000. It will therefore be seen that the shipping trade is not only self-supporting but that it contributes a very respectable sum to the general revenue of the Colony. The Committee of the Chamber in their letter confine themselves entirely to financial facts and do not enter on the questions of the inexpediency of imposing any further burdens on shipping or the desirability of constituting a Harbour and Lighthouse Board. As to the former, the danger is so remote that it may perhaps be considered a work of supererogation to combat it in advance. Watchfulness will have to be exercised to keep the Government to its engagement to remit the Gap Rock light dues as soon as the work for which they were imposed is completed, but the idea that the dues instead of being remitted may be increased appears too far-fetched almost to bear discussion. Nevertheless we have the fact before us that the original light dues, which it was understood would be reduced or abolished as soon as the lighthouses were paid for, have been maintained at their full amount up to the present day and that there is little probability of their reduction. If the Gap Rock light dues should be allowed to continue after a sufficient sum has been accumulated to defray the cost of the work, the income would be merged in the general revenue of the Colony, and when another expensive work was required for the convenience of shipping frequenting the port it would again be proposed that the cost should be defrayed by the imposition of additional dues. It is the thin end of the wedge that has to be guarded against. If the control of the harbour and lighthouses were handed over to a duly constituted Board the funds derived from shipping would be employed exclusively for the benefit of shipping, and any works required for the improvement of the port would be executed without cost to the general revenue. The change is desirable both for the improvements to which it would probably lead and for the safeguard it would afford to shipping against the imposition of unnecessary dues. When the finances of the Colony become straightened and the Governor has to look round for ways to make ends meet it is not unnatural that he should cast an eye on the shipping, which, if the principle on which the prosperity of the port has been built up were sacrificed, might be made to yield, for a time at all events, a magnificent revenue. If, however, harbour dues were imposed, or the light dues materially increased, we would soon cease to see freights to Hongkong quoted largely under those to neighbouring ports, and although the Colony would no doubt remain an important shipping centre a severe check would be imposed on its future progress.

There will be a game of Polo at Causeway Bay at a quarter to five this afternoon.

The epidemic hospital hulk *Hygieia* was towed over from Hungham to her moorings yesterday.

The Superintendent informs us that the P. & O. extra steamer *Teheran* left Bombay on the 25th ult. for this port.

We are requested to state that the entries for the Lawn Tennis double handicap will close to-morrow instead of yesterday.

Rumours have been in circulation during the last few days that two bodies had been discovered in the Tytam reservoir. Happily the rumours were devoid of foundation.

The Hon. Treasurer of the Alice Memorial Hospital begs to acknowledge with thanks the following donations to the funds of the Hospital:—

Mr. J. McLeavy Brown	$50
Mr. P. F. Talati	10
Miss Field	5
Messrs. Linstead & Davis	25

The Band of the 1st A. and S. Highlanders will play the following programme at the Officers' Mess this evening, commencing at 7.45:—

March	"Militaire"	Gounod.
Valse	"Nanine"	Mrs. Moncrieff.
Selection	"Dorothy"	Collier.
Fantasia	"Auf den Alpen"	Ferfurth.
Selection	"La Cigale"	Audran.

The Legislative Council will meet at eleven o'clock this morning. The following are the "orders of the day":—

1.—The Honourable P. Ryrie will ask the following question:—

Will the Government state definitely when the new Merchant Shipping Ordinance will be introduced?

2.—Second reading of the Bill entitled "An Ordinance to restrict the loading and unloading of cargo on Sunday in the waters of the Colony."

3.—Third reading of the Bill entitled "The Gambling Ordinance, 1891."

A somewhat noisy procession, including several Chinese bands, which paraded the street of the Central District yesterday, was the funeral procession of the late Mr. Chung Kum Ching, who died on the 2nd inst. The deceased was not a leading Chinese resident, but he was a well-to-do property owner. His principal property, the old Po Lok Theatre, was not originally a very profitable one, but when, some seven years ago, the building was destroyed by fire, Mr. Chung Kum Ching utilised the ground for the erection of a fine block of four-storied tenements, with shops on the ground floor, which have ever since returned handsome interest on the capital and made him a prosperous man.

In the golf competition which finished on Saturday afternoon last, and which we noticed in yesterday's issue, the following were the six best scores:—

Lieut. Williams	[illegible]
Lieut. Campbell	108 less 18—90
Capt. Irvine	105 less 12—93
Lieut. Young	105 less 12—93
Lieut. Lloyd	99 less 5—94
Dr. Lowson	90 plus 7—97

It will be seen that the Army members, besides securing the Cup, made a good showing; it may, however, be mentioned that the Naval men were away cruising. Lieut. Lloyd played an excellent first round, doing it in 41, but a 12 and an 11 in the second did away with his chances. His 41 was the best single round in the competition.

The March issue of the *Friend of China*, the organ of the anti-opium agitators, contains the following announcement:—

The Society has now procured a set of slides similar to those used by Mr. Gill in his lectures on the opium trade, which will be lent to clergymen and others desirous of giving lectures, illustrated by the magic lantern, in their own localities. The slides consist of the following series:—

17 coloured slides, entitled "China's Bane," showing the downward progress of an opium-smoker.
2 slides, the Prohibition Pledge and the Appeal to English Christians of the Peking Anti-Opium Society, in Chinese and English.
8 coloured slides showing the different halls in the opium factory at Patna; also the poppy capsule and knives, and portrait of the Viceroy, Li Hung-chang.
1 coloured slide of an opium den in India.

The slides will no doubt prove interesting if not instructive.

In a review by the *Spectator* of a book by Jacob A. Riis entitled "How the other Half Lives," in which an account of the slums of New York is given, the following paragraph occurs:—The Chinaman, as a rule, allows his white wife to take her own way in all minor respects except one. He forces her to be scrupulously clean. The following grim instance of Chinese humour is given in the chapter on Chinatown:—"A specimen of celestial logic from the home circle came home to me with a personal application one evening when I attempted, with a policeman, to stop a Chinaman whom we found beating his white 'wife' with a broom-handle in a Mott Street cellar. He was angry at our interference, and declared vehemently that she was 'bad.' 'S'pose *your* wifee bad *you no likee her*?' he asked, as if there could be no appeal from such a common-sense proposition as that. My assurance that I did not, that such a thing could not occur to me, struck him dumb with amazement. He eyed me a while in stupid silence, poked the linen in his tub, stole another look, and made up his mind. A gleam of intelligence shone in his eye, and pity and contempt struggled in his voice. 'Then, I guess, she likee you,' he said."

The Vancouver *Daily News* of the 20th March says:—Among the guests now staying at the Hotel Vancouver is Commander A. Marshall, the manager of the Guion Steamship Company, and the various lines owned by Sir William Pearce, who also owns the *Parthia*, *Abyssinia*, and *Batavia*. As many residents of Vancouver will recollect, Capt. Marshall brought the *Abyssinia*, the pioneer steamship of this line, into this port nearly four years ago. Since that eventful day in the history of Vancouver, these steamships have continued to ply between this and China and Japan, but now that the first of the new ocean greyhounds that have been built for the C. P. R. will shortly arrive, that company has no longer any need for these vessels. Commander Marshall has accordingly come out here for the purpose of winding up the affairs of the company, as the agreement terminates when the *Batavia* arrives at Hongkong. Owing to the interval between the first and second of the new vessels, the *Parthia* has been specially chartered, and will make one more trip to Vancouver. Capt. Marshall has just returned from a trip to Tacoma, where he went for the purpose of endeavouring to arrange with Mr. Prescott, the Vice-President of the Northern Pacific, for the charter of these vessels to ply between Tacoma and China. Mr. Prescott, however, was absent, and he will accordingly forward what information he has obtained to Mr. Richard Barnwell, uncle of Sir William Pearce, who attends to the latter's different lines of steamers. If an arrangement is not made with this company, the steamers will be taken elsewhere. They have all been renewed, the *Batavia* and *Parthia* having had new engines put in recently. They would be about two or three days slower than the new C. P. R. steamers, but the working expenses would not be nearly as heavy.

Yesterday afternoon in a house in Hollywood Road, a man while examining a loaded revolver accidentally pulled the trigger, shooting another man in the chest. The injured man was immediately removed to the Hospital, but his condition was judged to be so serious that his depositions were taken later by Mr. Wise.

SUPREME COURT.

4th May.

IN ORIGINAL JURISDICTION.

BEFORE HIS HONOUR SIR JAMES RUSSELL, CHIEF JUSTICE.

BROOKES AND OTHERS *v.* THE CHINA IMPORT COMPANY, LIMITED.

This was an *ex parte* motion for an interim injunction to restrain defendants from selling cotton on reels so prepared and put up as to be a colourable imitation of that manufactured by the plaintiffs.

Mr. Francis, Q.C., instructed by Messrs. Johnson, Stokes and Master was for the plaintiffs.

Mr. Francis said plaintiffs were a well known English firm whose agents here were Messrs. Stolterfoht and Hirst. The application was made on the ground that defendants were making and selling or causing to be imported and sold cotton thread on reels so made up or contrived as to lead the public to believe the thread was that of the manufacture of plaintiffs. The application for an injunction was supported by an affidavit from Mr. C. J. Hirst of Messrs. Stolterfoht and Hirst. In the affidavit it was stated that the firm had carried on business for over thirty years. The registered trade mark, a goat's head, was registered in England, Germany, and other places. Ever since 1883 a description of the thread in question had been made in a particular kind of box with a flyleaf inside on which was some Chinese writing. The defendants were selling boxes of cotton so made up as to bear a strong resemblance to that of plaintiffs and were now booking orders for such cotton. This cotton was being sold at a cheaper rate than that sold by plaintiffs and consequently was depreciating the market for Brookes' cotton.

His Lordship said the only thing he would wish to point out was that though there was a great similarity between the boxes, there was a difference in the colour of the label, the one being red, the other blue.

Mr. Francis—That is so, my lord, but we submit that the imitation is such that a person carelessly looking at the two boxes would scarcely notice the difference between them. Their trade mark is a stag's head. Now our head, my lord, is a goat's head (laughter), but the flyleaf, the translation thereon, and the whole appearance is such that in the market people could scarcely distinguish between them.

His lordship said there was a similar case by the same applicants some little time ago, the only difference being that on that occasion there was no question as to the colour.

Mr. Francis said they had every reason to believe it was the same firm that was sending out this cotton as before.

His lordship gave an order for the granting of the application.

THE UNOFFICIAL MEMBERS AND THE GOVERNOR.

The following letter, addressed by the Hon. P. Ryrie, Hon. Ho Kai, and Hon. T. H. Whitehead to the Governor, has been forwarded by them for publication:—

Hongkong, 4th May, 1891.

His Excellency, the Governor, Sir G. W. Des Voeux, K.C.M.G.

SIR,—With reference to our letter dated the 24th April, and to your Excellency's comments thereon, we beg to express our most sincere regret that anything which it contains should have caused you any pain or annoyance. We regret further that you should have interpreted certain passages as disrespectful and as calculated to cast any imputations.

Permit us to earnestly assure you that our letter was not so intended, and with every respect due to your Excellency we are still of the opinion that the inferences drawn by you are scarcely deducible from our language, and we submit that our letter should not bear the interpretation put upon it by your Excellency.

There was nothing further from our thoughts than to be in any way disrespectful or in the least degree [illegible], and we conclusively, emphatically disclaim and absolutely disavow any such intention. Our sole object was to protect the interests of the ratepayers of Hongkong.

Your Excellency having taken exception to several of our expressions we beg to ask you to consider them in the sense you have read them as being withdrawn from our letter.—We have the honour to be, Sir, your Excellency's most obedient humble servants,

(Signed) P. RYRIE,
HO KAI,
T. H. WHITEHEAD.

THE CHAMBER OF COMMERCE AND REVENUE FROM SHIPPING.

The following letter, addressed by the Secretary of the Chamber of Commerce to the Acting Colonial Secretary, has been forwarded to us for publication:—

Hongkong, 2nd May, 1891.

SIR,—With reference to His Excellency the Governor's written speech published in the local papers of yesterday, in which His Excellency is reported as follows:—"But, as regards the alleged surplus revenue from lights, it seems to "be forgotten that besides Lighthouses there "are other costly services, such as the Harbour "Master's establishment, Harbour launches, Harbour police, and the Observatory, involving an "aggregate expenditure of some $80,000 per "annum, which are maintained for the benefit of shipping, and which are principally "maintained out of the ordinary taxation of "the colony"—I am directed by my committee to call attention to the following figures, which are taken from the *Government Gazette* of the 11th April last. The disbursements specified by His Excellency appear there to be as follows:—

Harbour Master	$50,766.67
Observatory	15,000.94
	$65,767.61

The Observatory expenditure shows an increase of $7,216.06 on the previous year, over 50 per cent., and though classed by His Excellency as maintained for the benefit of shipping, may fairly be charged to the inhabitants of the colony, as regards some portion; while, so far, the benefits derived by shipping from the establishment may be very humbly estimated.

The difference between His Excellency's estimates of "some $80,000" and the above amount perhaps arises from the "harbour launches" expenditure, if it is not included in the "harbour establishment," not being specifically stated in the *Gazette*, and the "harbour police," which doubtless is merged in the general police expenditure of the colony. If you will kindly refer to the revenues derived by the Harbour Master's Department, taken from the same *Gazette*, the following will be found:—

Emigration brokers	$1,400.00
Junk licences	22,397.75
Registry of boats	4,631.50
Registry of cargo boats	6,272.50
Cargo boat certificates	1,192.50
Shipping seamen	10,830.00
Examination of masters	2,135.00
Survey of steamers	9,060.87
Registry fees	27.00
Medical Fees, Emigrants	18,096.75
Licences, steam launches	422.50
Survey certificates, launches	995.00
Licences, Chinese passenger ships	835.00
Bills of Health	2,187.00
	$75,234.87

From this it appears to my committee that that expenditure, mentioned by His Excellency is not "principally maintained out of the ordinary taxation of the colony."

In instituting these comparative figures, some further items of expenditure, such as the salary of the Government Health Officer, say $2,000 per annum, are applicable to these receipts, and may be added to His Excellency's total of $80,000.

Still sufficient remains, to show that shipping, judging from these selected items, is self-supporting. For the Harbour Master's Department is used in other ways for the general purposes of the colony, outside of shipping; while if the light dues and their upkeep be added to the totals on their respective sides of the account, say "expenditure $5,272.33," receipts $31,898.40 (taking for the latter item the twelve months of 1890, which embraces the normal collection before the increase sanctioned last year), shipping not only fully disbursed the cost of all special services incurred for its purposes, but contributes a very handsome fund to the general revenues of the colony.

I am to add that my committee think no time should be lost in correcting, what appears to them to be, misleading statements, if the figures here quoted represent all items of public receipts and expenditure connected with the shipping of the colony, otherwise a very false impression may be generally formed if the matter is allowed to go forth as it is, uncontradicted.—I have the honour to be, sir, your most obedient servant,

(Sd.) F. HENDERSON,
Secretary.

The Honourable W. M. Deane, M.A., C.M.G., Acting Colonial Secretary.

HONGKONG RIFLE ASSOCIATION.

A competition took place on Saturday last for the "Faki" cup, presented by Dr. J. W. Noble. This prize, which has been competed for monthly since 1889, was on this occasion won outright by P.C. D. McClennan, with a score of 52, less 7 points penalized, leaving a net score of 45. Sergeant W. Robertson, H. K. P., made 44, and Mr. E. Robinson 42. There were 10 competitors. The conditions of the shoot were: 7 shots standing at 200 yards and 7 shots kneeling or sitting at 300 yards; the winner of the cup to be penalized 5 points for his first and an additional 2 points for the second win; three wins required to take the cup outright. At the conclusion of the shooting, cheers were given for the donor of the cup, who happened to be present, and for the winner. The following gentlemen have won the cup twice:—Messrs. Carlyle, McNab, Ladds, Robinson, Watson, and Collins. The following have won the cup once:—Messrs. Braidwood, Woodin, Merson, Yeo, Carson and Martin.

HONGKONG SANITARY BOARD.

The Sanitary Board met yesterday afternoon. There were present:—Hon. S. Brown, President; Hon. J. H. Stewart-Lockhart, Registrar-General; Dr. Ayres, Colonial Surgeon; Mr. Geo. Horspool, Acting Captain Superintendent of Police; Mr. Wong Shing, Hon. Ho Kai, Mr. A. J. Ede, Mr. H. McCallum, Secretary.

COLONIAL VETERINARY SURGEON'S REPORT.

The Report of the Colonial Veterinary Surgeon's for 1891 was laid on the table. With regard to the markets the Colonial Veterinary Surgeon reported that the principal markets are inspected twice or three times a day by himself or the Inspector of Markets and he desired to mention that great credit was due to Mr. Rae, the Inspector, for the manner in which he carries out his duties. The markets situated beyond the limits of the city are inspected two or three times a week. During the three months under review there have been 86 prosecutions at the Police Court for breaches of the market regulations. With regard to slaughter houses the figures for the daily average of animals slaughtered at the different slaughter houses are cattle 49, sheep 27, swine 324. No animals are allowed to be taken to the slaughter house except those bearing the official mark showing that they have been inspected and are fit for slaughtering for human food. With reference to the question of hawkers, the Colonial Veterinary Surgeon remarks that in the Western district the frequently complained of obstruction caused by hawkers has practically disappeared, but unfortunately the same is not the case in the Central district. He recommends that a hawker's licence should be liable to endorsement by a police officer if the holder thereof was found causing an obstruction.

There was a minute on the report by Mr. Ede to the effect that if by "police officer" was meant any constable he was not in favour of the endorsement of licences as suggested by the Colonial Veterinary Surgeon.

SANITARY SUPERINTENDENT'S REPORT FOR APRIL.

The Sanitary Superintendent's Report for April was laid on the table. The report stated that twelve cases of small-pox were reported during the month, making a total of thirty-five cases since the 1st January. Of this number fourteen have died. In view of the large number of deaths to cases reported and making due allowance for the manner in which the patients are treated in the Tung Wa Hospital, the Superintendent is of opinion that the by-laws providing for the compulsory reporting of small-pox are frequently infringed. Since the posting of notices calling the attention of householders to the provisions of the by-laws, he had in every case made enquiries with a view of ascertaining whether the person looking after the case reported it as soon as the nature of the disease became known, and he was inclined to think that in the majority of cases it was only when the nature of the disease could no longer be hidden that the notification takes place. He therefore recommended that in the next case where there were good grounds for believing that such was the case a prosecution should be instituted with a view of bringing home to householders that cases of small-pox occuring in their houses must be promptly reported.

THE PROPOSED VACCINE INSTITUTE.

The following report with reference to this subject was laid on the table:—

The Committee appointed on the 2nd instant to consider the question of a site for the proposed Vaccine Institute, recommend that it be erected on the triangular corner of land bounded on the south by the Kennedy Road, on the east by a new Masonry Nullah, on the west and north by the Albany Nullah. (See tracing attached).

JAMES CANTLIE.
PH. B. C. AYRES.
S. BROWN.

RIDER.

I am sorry I cannot concur in the report. The site seems to be wanting in every one of the conditions indicated by Mr. Ladds, except No. 5, and the position next to St. Joseph's Church is on general grounds most objectionable. Every item in Mr. Wotton's letter applies with equal or greater force to the site chosen. I shall oppose, and I am sure the Roman Catholics and the Military Authorities will do so likewise.

(Signed) J. J. FRANCIS.

The REGISTRAR-GENERAL said with reference to Mr. Francis's rider he saw that Mr. Ladds was present, and he should like to ask him whether the site selected by the committee was one which failed to fulfil all the conditions recommended by him. There were three sites recommended by Mr. Ladds and this was one of the three.

The COLONIAL VETERINARY SURGEON—I think this site would do fairly well. It is not as good as one of the others but I think it is fairly suitable.

The REGISTRAR-GENERAL—You mean that it is second best?

The COLONIAL VETERINARY SURGEON—Yes.

The REGISTRAR-GENERAL—Are the conditions mentioned by you as necessary for such a building present on this site?

The COLONIAL VETERINARY SURGEON—I think they are.

The REGISTRAR-GENERAL—As a man who is experienced in these matters do you think that an establishment of this kind will be a nuisance to the houses near it?

The COLONIAL VETERINARY SURGEON—Certainly not. The objections raised by Mr. Wotton in his letter cannot hold water for a moment.

The REGISTRAR-GENERAL—In view of what Mr. Ladds, who has experience of these matters, has said, and in view of the report of the committee, I beg to move that their report be adopted by us and be forwarded to Government with our recommendation.

Mr. EDE—Is there any nuisance likely to be caused by this place? For instance, the lowing of cattle?

The COLONIAL SURGEON—I think not. Of course a calf might low if it were hungry. (Laughter).

Mr. EDE seconded the motion of the Registrar-General.

Carried unanimously.

The Board then adjourned till the 18th inst.

CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our Correspondents.]

MR. FRANCIS AND THE MILITARY CONTRIBUTION PAYMENT.

TO THE EDITOR OF THE "DAILY PRESS."

DEAR SIR,—Referring to your leader of today, permit me to say that I am not primarily responsible for the heading to my letter in the *China Mail* of Friday evening. I did not invent it, nor did I put any heading to my letter. I am only responsible in so far as, having seen it, I did not feel at liberty to object to it. Neither are you responsible, as I presume the slip was sent you from the *China Mail* office with the head line prefixed.

I think you are a little unjust to me in saying that I have laboured to place the Governor's conduct in the worst possible light. I have endeavoured to place the facts of the case in the clearest and strongest possible light and to indicate my opinion of the result of these facts in the plainest possible terms, but I impute no motives. I do not say and I do not think that His Excellency did this thing deliberately and for the purpose of insulting or befooling the Legislative Council. He never thought of the possible consequences of the concealment when he sanctioned it originally, if he did sanction it. The Governor had no intention, formed intention, of treating the members of Council with disrespect or exposing them to ridicule. He drifted into it and it was too late to correct the mistake when its true bearings were discovered. You admit it to be a mistake and a very grave mistake. I have said no more and mean no more, but it is a mistake that ought to be openly confessed and honestly atoned for—not the mistake of paying the money; that was within the Governor's powers if he thought it right to exercise them—but the concealment, the debates on what was beyond recall, the motions and amendments. I doubt if the explanation you suggest is the correct one. It seems to me the whole affair was a blunder, that no one foresaw the consequences. We all do many things without full consideration of what they may possibly lead to or of how other eyes than our own may view them.

May I beg of you to give insertion to this letter in your issue of to-morrow?—Yours very faithfully,

JNO. J. FRANCIS.

Hongkong, 4th May, 1891.

THE SUNDAY LABOUR BILL.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—A meeting of the Legislative Council has been summoned for to-morrow forenoon at 11 o'clock. I cannot possibly attend as it is mail day. The second reading of the Bill entitled "An Ordinance to restrict the loading and unloading of cargo on Sunday in the waters of the Colony" is in the orders of the day. I should like to be present to oppose the Bill in its present form or at least to endeavour to secure certain amendments to it, but as that is impossible I beg to send you for publication certain criticisms. His Excellency the Governor has stated that for all practical purposes I might just as well send my remarks to the newspapers as deliver them in Council and that the same effect can thus be produced.

Is this Bill introduced under instructions from the Secretary of State for the Colonies? If so it is almost useless to oppose it, or to offer any comments adverse to its passing; though perhaps the following suggestions might be made.

It is one-sided and directed to exclude from its operations all native craft, which on short voyages to southern ports can compete successfully against Foreign-built vessels.

Has consideration been given to the food supply of the colony, which is largely imported? The river steamers leaving Canton on Saturday evening which arrive in Hongkong on Sunday morning bring large supplies both for the European and native colonists. Is this perishable cargo to be allowed to rot, particularly in the hot weather, on board the steamers, or are the vessels to refuse its carriage on the Saturday evening departures from Canton, so throwing the colonists' food wants on the stale supplies of previous importations?

Many time charters are in existence based on the old order of things. To reduce the charterers' ability to work in this harbour by a maximum of nearly 15 per cent. during the remaining currency of their charters would inflict a hardship on all who have such contracts pending. For, if they had been aware that this Ordinance was contemplated, they could have provided for a lessened payment to the shipowner in the event of such legislation becoming operative during the term of their charters. Under such circumstances is it not equitable that the Ordinance should not take effect till six months from the date of its passing?

Why should work in the harbour be signalled out and not that on shore? Is it not "straining at a gnat and swallowing a camel"?—Yours very truly,

T. H. WHITEHEAD.

Hongkong, 4th May, 1891.

THE HONGAY MINES.

The following is the report of Mr. Durand, the manager of the mines, which was laid on the table at the recent meeting of the Société Française des Charbonnages du Tonkin:—

The work undertaken during the year 1890, like that of the preceding years, had for its object the reconnoitring and working of the concessions, in view of a methodical, regular, and largely developed exploitation and the installation of the necessary plant for the transport and shipping of the output. Though up to the present time it has only been possible to explore a very insignificant portion of the territory comprised in the concession, yet the mineral wealth met with is so considerable that, for fear of seeing them prove insufficient after a very brief interval, it has been necessary to attach an importance to these works which perhaps was not foreseen at the commencement of operations. This fact explains the delay in inaugurating the period of production properly so called. We are nevertheless perfectly ready to attain to this point. In the course of the present year we shall begin to extract coal from the Nagotna mine and take it by railway to Hongay. During the first months of next year the great wharf and the Haton railway will be finished, and we shall then be able to consider the period of preliminary installations as ended, and production will develop itself freely. The operations of the present year may then be under classed two categories: (1.) Arrangements for working at the mines. (2.) Daily operations with a view to transport, shipping, and sale.

OPERATIONS AT THE MINES.

The explorations made during the preceding years shewed that in the district actually surveyed it was most easy to rapidly organize regular and profitable working about the centres of Nagotna and Haton. Our operations therefore have been principally concentrated on these points.

NAGOTNA.

A dozen seams of coal have been discovered at Nagotna, which may be divided into two lots separated from one another by a sterile interval of about 250 metres measured horizontally. The upper lot comprises four or five seams, the actual thickness of the coal being 10 metres. Unfortunately these seams have been slightly faulted and are somewhat irregular in formation; they crop out on the hills at hardly 20 metres above sea-level, and the coal given by the exploratory galleries remained small, earthy and difficult of use. These operations were therefore stopped. There is, however, no reason to be immoderately astonished at this lack of success, when we consider the power of the decomposing influence of the atmospheric agencies on the climate of Tonkin. When we see sandstone and conglomerates completely disintegrated and turned into more or less coarse sand; when we see this decomposition going on to several metres' depth below the surface, we can very well understand how coal and schists, which are very far from offering the same degree of resistance, have had to submit to considerable alterations which have entirely modified their nature, and especially their exterior qualities, their hardness, cohesion, &c. It may even be said that it is the contrary to this that would have been surprising. From among the coal basins in France it would be easy to cite a number of beds which furnish coal of the first quality, but whose actual appearance is only that of a blackish earth, where it requires a practised eye to discover coal. Everything, then, leads us to believe that at a certain depth, even at a moderate depth, when those portions are attacked which have been guarded from atmospheric influences by a sufficient overburden, we shall obtain a combustible of excellent quality, analogous to that furnished by the other beds. These portions can only be reached by shafts, whose position we are studying at the present moment and the sinking of which will shortly be begun. The lower lot comprises 7 beds, seams with an aggregate thickness of 20 metres of coal. Operations have been exclusively concentrated on the three upper seams, which appeared at first sight to possess the most advantages. Taking them in descending order these three seams are those named Bavier-Chauffour, Chater, and Marmottan.

BAVIER-CHAUFFOUR SEAM.

This seam has a thickness varying from 5 to 6 metres and gives a black, brilliant coal, which is hard at certain points, though it affords less resistance at others; it is, however, always very pure. In this seam there is no regular schistose interruption, the schists met with presenting themselves rather under the form of slabs or shales, more or less important, but possessing no continuity. The operations up to the present time consist of two drivages united at sundry intervals by rises for ventilation. The lower gallery, called the "galerie de roulage," has been driven 8.04 metres above sea level, at the bottom of a little valley parallel with Hongay bay. As our railway has been opened up along the length of the bay, one metre above sea level, and is available for this locality, it has been easy by means of an inconsiderable cutting to open out upon the railway at such a height that the little trucks can leave the mine and empty themselves directly into the large waggons. The upper gallery is 13.86 metres above sea level, and above it is a bed of 10 metres thickness of workable coal. This bed, added to that comprised between the two galleries, gives a tonnage of 40,000 tons immediately available. These two galleries continue to run parallel with one another in the seam. The length of each is increased by 25 metres every month. At the actual moment the Bavier-Chauffour has been explored to a length of 380 metres. We are therefore well posted as to its character, and the thickness and quality of its coal.

CHATER SEAM.

The Chater seam is situated at a distance, taken horizontally, of 62 metres from the wall of the Bavier-Chauffour seam; and is 7 metres in thickness in pure, solid, and brilliant coal. Like the other, this seam contains no regular schistose interruption. There also two parallel galleries have been driven joined at intervals by rises for ventilation. The lower gallery driven at the level of the rails of the great railway is 220 metres in length—the upper, 8.75m. above, 260 metres. The bed of coal opened up by these two galleries and ready for immediate delivery may be estimated at 60,000 tons. At certain points these two galleries have met faulted portions, where the coal is small and friable. These portions should be removed like the rest to avoid the risk of heating and even of fire, which might be produced by the stripping of the neighbouring portions. They will only, however, give a mediocre output, which should be consumed on the spot by those who are engaged in opening up the mine. These irregular portions, which are invariably met with in all workings, only form a slight proportion of the coal bed available, and we only mention them to have the fact on record. Besides the two galleries already mentioned, an attack has been made by an exploratory gallery advancing into virgin ground. If the length of this gallery is added to that of the others, a total development of 650 metres in length is obtained, which, as may easily be seen, constitutes an exploration of the highest value from the point of view of the future.

MARMOTTAN SEAM.

The Marmottan seam is situated 24 metres from the wall of the Chater seam, and is 2 metres in thickness. The coal is hard, solid, brilliant, and free from impurities. Before the Bavier-Chauffour seam was discovered this was the hardest that had been met with, and so it was here that operations had been most developed. The lower gallery, the "transport" one, has pierced into the valley of the Nagotna stream after a run of 200 metres. As this gallery left above it a bed of marketable coal 20 metres in height, two working levels were driven in this, while at the same time it was attacked by two inclined galleries in order to discover the depth of the seam. One of these inclines is now 50 metres in length and at its end is 17 metres below sea level. The seam is regular, and the infiltration of water is insignificant. This working is very easily kept dry by a hand pump. A parallel gallery to the gallery "de roulage" had been driven at 15 metres, cutting a bed of 40 metres in thickness, which will be reserved as a block for protection against the surface water. The bed of coal available in this seam and immediately utilizable is 10,000 tons. It is in the Marmottan seam that we are going to organise an exploration on a large scale by means of a steam winding engine outside the mine. All the necessary piercings for this installation have been made, the engine and the boiler are ready for immediate work, the erection of the motor will take place in a few days. As soon as the principal incline shall have arrived at the level of the first connection of the shaft in preparation, an attack will be made by two cross-cut galleries, one in the roof leading towards the shaft, the other in the wall towards the lower seams; this will allow us to reduce by half the time necessary to connect these seams at the orifice of extraction, and will advance proportionately the epoch of their being put into working.

OTHER SEAMS.

There are no operations properly so called in progress in the seams situated below the Marmottan seam. We have contented ourselves with examining their thickness and the quality of their coal by some explorations of small length. Besides, the formation of the soil lent itself but ill to more important operations, and it will certainly be easier, less expensive and far more interesting to explore these seams by a cross cut in depth, than to undertake from the surface, the digging of galleries which would not have been of any use for future exploration, and which might have been a hindrance. These seams are regularly distributed in regard to the wall of the Marmottan seam at horizontal distances varying from 70 to 80 metres; their dip like that of the whole system is about 25 degs.; their thickness varies from 0.60 metres to 3.50. To sum up it may be seen that the group of seams of the Nagotna mine gives a total thickness of about 30 metres of coal. The galleries made in the Bavier-Chauffour, Chater, and Marmottan seams form a network having a length of 2,290 metres. To give an idea of the rapidity of the advance we have to state that of this length 2,000 metres have been pierced during the last seven months. With a selected plant, suitably directed, and working at two stations, an advance of 25 to 30 metres per month will be made in galleries five metres square. Though this sum-total of operations may not be sufficient to allow us to estimate with a rigorous exactness the wealth of this group, yet it does permit us to form an idea of the resources which it will be able to furnish. The group is explored for about 700 metres by continuous galleries, it is followed up by well defined outcrops in the Nagotna brooks, it is found again in the eastern valley "de l'Œuf"; it is therefore marked out to a certain extent over a space of about 3 kilometres long. By underground operations we are assured that the seams are regular in formation and thickness. Their direction, which is N.W.-S.E. in Hongay bay, gradually bends till it becomes N.S. in the Nagotna brook. If this formation is maintained, all this system rests on the limestone which forms the base of the basin in the bay of Fai-tzi-long and the development in length does not exceed 3 kilometers. This is the most unfavourable view, but even in this case, since it is certain, from the formation of the seams of the upper group, that the lower group descends to a superior depth of 200 metres, which gives a burden of upwards of 500 metres, even in this case, we say, the total available tonnage should exceed 40 million tons. If, before reaching the limestone the seams bend to take again their primitive direction of N.W.-S.E. and take a direction towards Haton, where we find this same direction again, these figures might be doubled and tripled. On the other hand, if it be remarked that this amount of 40 million tons only applies to a surface of 300 hectares (the concession comprises more than 15,000), it will be seen that we have not in any way exaggerated at the start in saying that the wealth met with was considerable and surpassed all anticipation. Certainly this district of 600 hectares cannot be exempt from accidents, but we do not think that those which the future may bring will be of a nature to sensibly diminish our estimates. In any case those which we have met up to the present time confine themselves to simple narrowings of the seam and to unimportant faults. In the neighbourhood of these narrowings or faults, as we have already said, the coal becomes poor and friable, and the mining no longer gives large pieces. This might, at the start, depreciate the market value of the coal, but later on, when the production has attained to a serious importance, the difference which these faulted portions will make in the daily output will be insignificant, and the quality of the coal will remain identical. Besides, these smalls will always form a combustible which is utilizable provided proper knowledge is brought to bear on it whether in mixing them or otherwise.

KESTNER SHAFT.

The hills on which the Nagotna seams outcrop have only a small altitude, hence it follows that the portions which it will be possible to avail ourselves of by means of level "daylight" galleries are of very slight importance. The coal bed cut by the actual workings will be able to furnish 110,000 tons, or enough to last 22 months, with an output of 200 tons per day (5,000 tons per month). The principal exploiting will therefore have to be done by a shaft. To properly choose the location of this shaft, we had to be sufficiently posted as to the formation of the deposits, and we had to stop the marking of the line of railway, intended to carry off the output, and this explains why we waited till the beginning of this year to take our determination. The Kestner shaft has been located on the side of a hill 100 metres above the Bavier-Chauffour seam, and 400 metres east of the line of the bay of Hongay. The opening is at 29.63 metres above sea level. It will meet the Bavier-Chauffour seam at about 50.00m. the Chater seam at 10.0m., and the Marmottan at 171m. deep. The interior diameter of the masonry of the shaft is from 3.70m.; it will be worked by cables. The introduction of the embankments necessary for the exploiting and for the entry of the workmen will be made by inclines on the seams. The actual depth reached is 12m. The soil cut through is of moderate hardness, and does not require timbering. The infiltration of water is almost nil. The steam winding machine which in a short time will replace the hand machine which is now used for sinking will also serve at the start for the extraction of coal. Once under way it will be seen whether it is necessary to instead a proper hauling machine. The engine and boiler are now ready for work.

MARGUERITE.

The estimates we have given above for the Nagotna group do not include any of the seams which outcrop on the right bank of the Mines River, nor any of those which are met with in ascending the river. Those seams form part of the group called Marguerite. This group, if we only consider the number and thickness of the seams on which the outcrop has been exposed, seems as if it ought to be as rich, if not more so, than that of Nagotna. The work done up till now is not, however, sufficiently conclusive to allow us to form a definite opinion. We thought, besides, it would be well to slacken a little the efforts made at this point, in order to transfer them to others, until we had decided on the best direction to give our railway, which ought to be available for this region. We must certainly not forget that in the neighbourhood of Marguerite is found the splendid Charlot seams, more than 30m. in thickness, with black, brilliant coal of excellent quality. It is not till our studies are completed that we shall be able to choose the true points of attack and begin the exploiting of this quarter. Besides, there was no reason to hurry ourselves, as we had in another place, at points of easy access, resources as considerable as could be desired.

HATON.

The region of Haton has been less explored than the preceding ones; besides, the formation of the ground lends itself less well to this. Only two seams then have been discovered here; but those two would be sufficient by themselves to supply, during long years an output which would be as active as could be wished. In the first place a great coal-bearing mass was met with having a thickness of about 50 metres, and 25m. below, a seam of 11 metres. The great mass rises by a series of little layers of coal from 0.20 to 0.50m, alternating with layers of schist of the same thickness; then come thicker layers certain of which reach 7 and 8 metres separated by sterile interruptions of the slightest importance. This great mass outcropped in marshy places found to the north of the stream of Gia-ham at 5m. Its outcrops can be followed to the foot of the hill which borders on the marshes and separates the valley of Gia-ham from that of Haton. The dip of the deposit is very slight; at the start a level gallery, sensibly cross-cut 300.96 above sea level is already 70m. in length without getting out of the coal and has not yet reached the wall. The seam, however, begins to rise, and it should do so as it crops out on the slope opposite at 75m., at 25m. below the summit of the hill. A little cutting of 2.56m. cut deep on this slope, leaving the head of the outcrop and following the shape of the ground normally in the direction of the layers, has exposed the seam on a thickness of more than 80m. Some little exploratory shafts have shown that the overburden consists to a large extent of somewhat loose soil easily attacked anywhere by pickaxes and mattocks. The mean thickness of this soil is 17m. Under these conditions the simplest method of working consists certainly in removing the overburden of soil and in immediately extracting the coal by open quarry work. Some exploratory galleries driven at the base and at the summit of the hill have enabled us to establish the fact that over a surface of 13 hectares we should have to remove a cube of earth of 2,231,825m. opening up 5,311,000 tons of coal, *i.e.* each cubic metre of earth removed enables us to take two tons of coal. To take into account the numerous layers of schist interpolated in the seam and loss in working, it would appear more prudent to reckon on 3 tons of coal to 2 cubic metres of earth removed. The open work has then been attacked at 5m. above the level. We are working almost on the level, allowing only the necessary inclination to allow the water to run away, also with the overburden four or five metres of altered coal are removed which are thrown on the spoil heaps. Marketable coal is left under our feet. With the spoil heaps we can reclaim the marshes which border Gia-ham. Before the wall of this seam reaches depth of forty metres down and as soon as the open work is sufficiently advanced to give the slopes sufficient inclination we shall open an inclined cutting in the deposit, so as to reach its foot. We shall then strike left and right so as to give the face of the quarry a sufficient size to obtain easy economical mining, and we shall then begin to "rise" up the wall of the seam. As soon as the face of the cutting is sufficiently free, the spoil can be thrown to the bottom of the trench, and the earth of the open work will take the place of the coal we have removed. A steam winding machine will be erected across and above the spoil at 5m. above the level of the rails and will serve to bring up the coal from the bottom of the trench. This machine and the boiler are ready for work. At first the bottom of the trench will be placed about 35m. below Gia-ham, and will be separated from it by a bed of great thickness. It is therefore probable that we shall have to contend with a certain influx of water. We do not, however, estimate that this infiltration, which will gradually disappear as fast as the bottom of the open work is raised, will be of such a nature as to cause serious hindrance to the execution of our work. The bed of earth to be removed to cut a trench to the bottom of the seam is 100,000 metres, of which at the present moment there actually remains 60,000m. to remove. As every month 8 to 10,000 metres are removed it may be seen that at the end of the present year the open work will be ready for production. We have limited our estimates on open work to a surface of 13 hectares because it is only over this surface that we have extended our explorations, but it is almost certain that the open work will immediately assume far more considerable importance. Exploratory work has been begun to this end, and we firmly hope will give in a short time conclusive and affirmative results. It must be understood that we have no intention of limiting the resources that await us from this seam to the tonnage to be taken from the open work. There are special points where operations can be carried on under economical conditions more advantageous than by other ways; but there will also remain considerable quantities to be worked by shafts and galleries. It seems to result from studies which still want absolute precision, but which nevertheless offer a large amount of probability, that this great mass extends from Marguerite to Campha, or more than 25 kiloms. in length. Under these conditions one hesitates to write down the fantastic figures at which one arrives when calculating the tonnage to be taken from this seam.

CAMPHA.

The concession of Campha is situated 25 kiloms. east of Hongay; its distance from the principal centre and the importance of the work undertaken in other districts have caused those of this region to be almost fatally neglected. Nevertheless a series of exploratory works have been done here and search work of the highest interest. Clearings carried out to a large extent in certain districts, and especially in the neighbourhood of the beds of the streams, have had the result of laying bare the outcrops of some ten seams, whose thickness varies from 1.50 to 10 metres. A great mass 48m. thick, which we suppose to be that of Haton, has been met with near the source of the streams found to the east of Hong-mot, 90m. above sea level. The coal is pure, solid, and brilliant. There is therefore no possible doubt that this concession yields in wealth to none other of those belonging to the Société. The seams discovered appear for the most part on the summit of the hills of more than 100m. in height; it even seems that the bed to be attacked by level "Daylight" galleries is far more important than that met with at Nagotna and in other places, which will considerably put off the period when the sinking of a shaft will become necessary. When the moment comes therefore it will be easy to set operations on foot which to be carried on will only require some preparatory work of small importance.

DAILY OPERATIONS.

It results from what I have said that the Nagotna region will be able furnish about 150,000 tons per hectare worked and that of Haton in the portion occupied by the great mass, more than 500,000. With such wealth we require a powerful plant, capable of carrying it away from the mine as fast

as it is produced. As the sea at low tide leaves bare a large expanse both in Hongay and Fai-tzi-long bays, it is useless to contemplate carrying the coal by water to Hongay, where is the port of embarkation. The construction of a railway has therefore been decided on, and in order to be prepared for any possible eventualities, a gauge of 1 metre has been adopted. The rails are steel and weigh 22 kilos per metre. The sleepers, which are of cast steel, are of the type adopted for the Indian railways. The locomotives weigh 25 tons when ready for work and drag waggons carrying a net weight of 8 tons. The proposed line leaves Hongay and follows the sea shore to the Valley de l'Œuf. At this point the line divides, one part entering the Valley de l'Œuf and coming out at Nagotna, the other continues to follow the coast to Haton. The first, Nagotna branch, has a length of 3,750 metres. The track is laid 120m. (four feet) above the highest tides. The gradients and declivities, which are rare enough, never exceed 10 millimetres per metre. The radius of the curves is never less than 100 metres. This first branch is in course of execution, and will be finished in July next. The track to Haton will be commenced immediately and will be executed under the same conditions as the Nagotna one. Like the latter it wants no elaborate work and will be finished at the end of the present year or at latest in the first months of next year.

SIFTING WORKSHOPS.

On arrival from the mine all the coal will be taken to the sifting and screening workshops. This operation might be done at the mines, but then we should want as many workshops as centres of production. We have preferred a central one at Hongay for the sake of the economy which results therefrom for the installation, the actual working, and the facility which the neighbourhood of the workshop wants for repairs, and the possibility of being able to mix the produce of the different seams if such a course becomes necessary. The shop will at present contain three sieves (two in actual work and one spare one for repairs) which can get through 500 tons each per day; their number can be increased when the need is felt. Each sieve is formed of a sheet of iron pierced with holes 20m. in diameter; they give 150 strokes a minute with a full oscillation of 0.15 m. On leaving the sifting houses the coal is received into sail cloths on which the screening is done. These cloths pour their contents into a hopper divided into two compartments which by means of a valve allows either the mixing of all that comes whether large or small, or the separation of the two qualities in different waggons.

STOCK PLATFORMS.

After screening the coals will either be sent to the wharf, to be loaded on the ships, or put in stock when there is no ship on the berth. For the stock we have provided for two platforms. One of timber will be capable of carrying 1,500 tons, and will be placed opposite the wharf at 50m. from the ships. The other made of earth is more than a hectare in area and can abonce contain more than 20,000 tons; it will be placed near the sifting house. To supply the first platform we shall prolong the upper line of the sifting house (the line that brings the coal in gross from the mines) situated 7m. above the line of the quay, to just above the platform. The coal will be lowered to the level of the planks by an hydraulic crane. For removal the leading waggons will come beneath the platform and will be filled through traps of a sufficient number to allow of 1,500 tons being loaded in a day. This platform being constantly kept full, it will be always possible with a day's output to load a boat of about 2,000 tons in 12 hours. The earthen platform situated by the sifting house will be about 2m. above the line of the quay. It will be supplied by a special line coming from the sifting house and emptied by means of small trucks discharging themselves directly into large waggons.

WHARF.

The completed wharf has the shape of an irregular T of which the larger cross piece, which is parallel to the sea shore, constitutes the wharf properly so called, while the smaller is the approach which connects it with the shore. The wharf is 85 metres long in space where ships can lie alongside, and 16m. broad. At its base it will have a depth of water of 6.30m. (21 feet) at low tide. It is composed of 234 piles from 0.40 to 0.50 square. The approach is 22 metres long and 11m. broad. It is built of 24 piles 0.40 square, which are now actually in place. All the necessary timber for the construction of the approach has been provided for at Hongay and this part of the wharf will soon be finished. The necessary timber for the wharf properly so called has been ordered, and there will be no delay in getting it ready for work.

LOADING ARRANGEMENTS.

We have adopted for the loading of the coal into the holds of vessels the arrangements employed in the great English ports, especially Cardiff. The coal, whether it has been loaded at the screening house or on the stock platform, is brought in moveable boxes holding 4 tons carried on waggons. Each waggon carries two boxes. Arrived at the wharf, hydraulic cranes with a lifting power of 5 tons and a radius of 10m. seize the boxes and lower them into the ship's hatches. Our plant comprises two cranes, each of which is capable of loading 1,500 tons in 10 hours' work.

WORKSHOP FOR REPAIRS.

A large workshop for repairs has been installed at Hongay. It is made of corrugated iron and covers a surface of 750 sq. m.; it contains the necessary machines for working in iron and wood, which are driven by a steam motor. Thus we can do all our repairs on the spot and construct all materials that do not require founding. This workshop has been working for some months and begins to be of the greatest service to us.

DWELLING HOUSES.

The organization of all these operations, the execution of all these works whether at Hongay or at the mines, has compelled the Société to gather together a large European staff who have to be lodged. Ten dwelling houses capable of containing 4 or 6 people have been erected. Two bungalows in brick and wood for the Engineer and the heads of departments have been built at Hongay. Finally a club restaurant which is on the point of completion will soon allow us to give all our employés, while enabling them to live cheaply, a centre of reunion where the management, ever careful of the welfare of its staff, has united the useful and the agreeable.

(Sd.) DURAND,
Director of works.

Hongay, 20th April, 1891.

SAIGON.

[FROM OUR CORRESPONDENT.]

25th April.

A telegram in the *Journal Officiel* of 23rd instant confirms the nomination of M. de Lanessan to the post of Governor-General of Indo-China.

This nomination, following so close after the departure of M. Piquet on leave of absence, has relieved the public mind from suspense and the friends of M. Piquet find nothing to say in defence of the late Governor-General in the pages of the bi-weekly paper.

Although it is premature to express an opinion about the choice of the new Governor-General, it is not difficult to predict what will be the policy of M. de Lanessan, after perusing his work "L'Expansion Coloniale."

The Saigonnais only hope their local Press will soon decide to put aside all personal disputes and join with their independent colleagues of Tonkin to make the new Governor-General acquainted with all the past history of Cochin-China; otherwise he will be left in entire ignorance of the truth by the enlightened advisers that surround him, and unless the French Press of Indo-China decide to speak the plain truth a Governor-General may come out with the best will to do good but all his efforts may be frustated by official misrepresentation.

It is to be hoped that the present Lieutenant-Governor will not be re-called, as with M. Danel M. de Lanessan will be sure of one able assistant, who will relieve him of anxiety as far as Cochin-China is concerned.

The Bacteriologic Institution is at work at Saigon and there are already three children from Singapore under treatment, and one of your chemists will soon be supplied with the vaccine. The Institution's arrangements are not yet complete, but will be so by the end of this month. Dr. Calmette is full of hopes about the success of the Institute, and all persons coming under his treatment are sure to find able assistance and careful attention.

COMMERCIAL INTELLIGENCE.

MONDAY, 4TH MAY.

CLOSING QUOTATIONS.

EXCHANGE.

ON LONDON.—
Telegraphic Transfer 3/1¾
Bank Bills, on demand 3/2
Bank Bills, at 30 days' sight 3/2¼
Bank Bills, at 4 months' sight 3/2¼
Credits, at 4 months' sight 3/2½
Documentary Bills, 4 months' sight 3/2½

ON PARIS.—
Bank Bills, on demand 4.00
Credits, at 4 months' sight 4.09

ON GERMANY.—
On demand 3.22
after sight ....—

ON NEW YORK.—
Bank Bills, on demand 77¼
Credits, 60 days' sight 78¾

ON BOMBAY.—
Telegraphic Transfer 221¼
Bank, on demand 222

ON CALCUTTA.—
Telegraphic Transfer 221¼
Bank, on demand 222

ON SHANGHAI.—
Bank, at sight 71½
Private, 30 days' sight 72¾

SOVEREIGNS, Bank's Buying Rate 6.20

JOINT STOCK SHARES.

COMPANY.	PAID UP.	QUOTATIONS.
Banks—		
Hongkong & S'hai.	$125	195
Do. New Issue	$125	193
Do. Old Cum New		225 p. ct. pm.
China, Japan, &c.	£1.5	$16¼, sales & buyers
Do. Founders	£1	$180, sellers
New Oriental	£10	£12
Brown & Co., H. G.	$50	$51
Campbell, Moore & Co.	$10	$10, nom.
China Borneo	$55	$17, sellers
China Sugar	$100	$167, sellers
Chinese Loan '84 C.	$500	par, buyers
Chinese Loan '86 E.	Tls. 250	Tls. 277½
Cruickshank & Co.	$50	$40, nom.
Dairy Farm Co.	$10	$10, nom.
Fenwick & Co., Geo.	$23	$15
Gordon & Co., A. G.	$25	$10, nom.
Green Island Cement	$50	$19
H. Brick & Cement	$21.50	$15, nom.
H. & C. Bakery	$50	$75, nom.
Hongkong & C. Gas	£10	$120
Hongkong Electric	$8	$5
H. H. L. Tramways	$100	$70, sellers
Hongkong Ice	$25	$91
H. & K. Wharf & G.	$50	$63, buyers
H. Steam Laundry	$50	nom.
Hongkong Rope	$50	$124, buyers
H. & W. Dock	$125	$100 p. ct. pm. sellers
Hotels—		
Austin Arms	$50	$12, nom.
Hongkong Hotel	$50	$65, buyers
Peak Hotel	$50	$10, sellers
Shameen	$15	$10, nom.
Insurances—		
Canton	$50	$115, sellers
China Fire	$20	$82
China Traders'	$25	$64, sellers
Hongkong Fire	$50	$308, sales
North-China	£50	Tls. 260
Singapore	$20	$8, buyers
Straits Fire	$20	$15
Straits Marine	$20	$15
Union	$25	$96
Yangtsze	$100	$89, nom.
Labuk Planting	$50	$30, sellers
Land & Building—		
H. Land Investm't	$50	$85, buyers
Kowloon Land Inv.	$30	$14
Peak Building	$13	nom.
Humphreys Estate	$100	$200, nom.
West Point Buildg.	$40	$30
Luzon Sugar	$100	$92, buyers
Mining—		
Balmoral Gold	$10	$6, sellers
Charbonnages	$181.58	$425
Imuris	$6.21	$12, sellers
Jelebu	$5	$2½
Punjom	$10	$3, sellers
Raubs	17s. 9d.	$80 cts. sales
Selama	$5	$2, sellers
Do.	$2	$1.20, sellers
Steamship Coys.—		
China & Manila	$50	$120, sellers
Douglas S. S. Co.	$50	$48, sellers
H., Canton, & M.	$20	$83, sellers
Indo-China S. N.	£10	27½ p. ct. dis. sellers
Steam-Launch	$80	$30, nom.
Watson & Co., A. S.	$10	$21, buyers

E. & S. COXON,
Share Brokers.

OPIUM.

	Per Picul.	Allow'ce.
This year's New Malwa	$490	4½ to 5 cat'er.
Last year's New Malwa	$500	1½ to 3½ ,,
Old (3 years) Malwa	$510	1½ to 3½ ,,
Old (4 years) Malwa	$520	1½ to 3 ,,
Older Malwa	$540	3 to 5 ,,
Patna (New)	$486½	per picul.
Patna (Old)	$485	,, ,,
Benares (New)	$471½	,, ,,
Benares (Old)	$456½	,, ,,

EXPORT CARGOES.

Per steamship *Achilles*, sailed on the 29th April:—For London—67,578 lbs. congou, 95 bales waste silk, 5 cases silks, 100 cases preserved ginger, 50 bales hemp, 50 packages rattan ware, 13 cases blackwood ware, 40 cases china ware, and 11 cases sundries.

Per steamship *Clyde*, sailed on the 30th April:—For London—14 cases cigars from Manila, 264 bales canes, 12 bales merchandise from Foochow, 8 cases silks, 139 boxes tea, 240 bales waste silk, and 11 packages sundries. For Continent—6 cases silks, 205 bales raw silk, and 10 bales waste silk.

THE WEATHER.

MESSRS. FALCONER & CO.'S REGISTER, MAY 4TH

Barometer 9 A.M. ...29.94 Therm. 9 A.M. (Wet bulb) 71
Barometer 1 P.M. ...29.90 Therm. 1 P.M. (Wet bulb) 72
Barometer 4 P.M. ...29.88 Therm. 4 P.M. (Wet bulb) 72
Thermom. 9 A.M. ...73 Therm. Maximum 76
Thermom. 1 P.M. ...74 Therm. Minimum (over
Thermom. 4 P.M. ...75 night) 72

METEOROLOGICAL REGISTER.

3RD MAY, AT 4 P.M.

STATION.	Barometer red. to 32° and sea level	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.	Rain last 24 hours
Wladivostock	—	—	—	—	—	—	—
Tokio	—	—	—	—	—	—	—
Nagasaki	—	—	—	—	—	—	—
Shanghai	29.74	71	80	S	3	f	—
Foochow	29.84	72	95	SE	3	o	—
Amoy	29.85	76	77	SE	4	o	—
Anping	29.92	81	—	SW	4	o	—
Swatow	29.73	78	—	S	1	o	—
Hongkong	29.78	75	90	E	1	od.	—
Victoria Peak	—	—	—	SE	6	—	—
Canton	29.76	72	69	SE	3	o	—
Macao	29.77	78	91	SE	2	om	—
Hoihow	29.78	83	—	N	4	o	—
Haiphong	29.80	85	81	SE	3	o	—
Bolinao	29.84	88	59	N	3	b	—
Manila	29.79	93	59	E	2	o	—
Cape S. James	—	—	—	—	—	—	—
4TH MAY, AT 10 A.M.							
Wladivostock	—	—	—	—	—	—	—
Tokio	—	—	—	—	—	—	—
Nagasaki	—	—	—	—	—	—	—
Shanghai	—	—	—	—	—	—	—
Foochow	—	—	—	—	—	—	—
Amoy	29.88	70	97	SSE	1	or	0.17
Anping	—	—	—	—	—	—	—
Swatow	29.97	72	—	—	0	or	—
Hongkong	29.94	71	95	E	1	o	2.29
Victoria Peak	—	—	—	NW	2	—	—
Canton	29.96	74	86	—	0	o	—
Macao	—	—	—	—	—	—	—
Hoihow	—	—	—	—	—	—	—
Haiphong	—	—	—	—	—	—	—
Bolinao	29.96	89	59	E	1	b	—
Manila	—	—	—	—	—	—	—
Cape S. James	—	—	—	E	3	o	—

Barometer rising. Gradients very gentle. Weather warm, cloudy, slight rain. Thunderstorms in some places along the coast. (Issued at 10.57 a.m.)

HONGKONG REGISTER.

	Previous day 4 p.m.	On date at 10 a.m.	On date at 4 p.m.
Barometer	29.78	29.94	29.87
Temperature	75	71	74
Humidity	90	95	81
Direction of wind	E.	E.	E.
Force	1	1	2
Weather	od.	o.	b.
Rain	—	2.29	—

Highest open air temperature on the 3rd 78
Lowest open air temperature on the 3rd 71

1—BAROMETER reduced to 32° degrees Fahr. at sea level.
2—TEMPERATURE in the shade in degrees Fahrenheit.
3—HUMIDITY in percentage of saturation, the humidity air saturated with moisture being 100.
4—DIRECTION OF THE WIND to two points.
5—FORCE OF THE WIND according to Beaufort Scale.
6—STATE OF THE WEATHER. b. blue sky; c. detached clouds; d. drizzling rain; f. fog; g. gloomy; h. hail; l. lightning; o. overcast; p. passing showers; q. squally, rain; s. snow; t. thunder; v. visibility w. dew (wet).

W. DOBERCK.
Hongkong Observatory, May 4th, 1891.

VESSELS ADVERTISED AS LOADING.

DESTINATION.	VESSEL'S NAME.	FLAG & RIG.	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DESPATCHED.
LONDON, &c., VIA SUEZ CANAL	Bokhara	Brit. str.	Weighell	P. & O. S. N. Co.	On 14th inst., at Noon.
LONDON VIA SUEZ CANAL	Orestes	Brit. str.	Barr	Butterfield & Swire	On 7th inst.
MARSEILLES VIA SAIGON, &c.	Djemnah	Fren. str.	Bonnefoy	Messageries Maritimes	On 6th inst., at Noon.
VANCOUVER, VIA S'HAI, &c.	Parthia	Brit. str.	Panton	Adamson, Bell & Co.	To-day, at Noon.
SAN FRANCISCO VIA Y'HAMA, &c.	City of Rio	Amer. str.		P. M. S. S. Co.	On 19th inst., at 1 P.M.
SAN FRANCISCO VIA Y'HAMA, &c.	Oceanic	Brit. str.		O. & O. S. S. Co.	On 7th inst., at 1 P.M.
SAN FRANCISCO	Adolph Obrig	Amer. bk.	Carleton	Melchers & Co.	Quick despatch.
SAN FRANCISCO	St. James	Amer. bk.	Burnham	Russell & Co.	Quick despatch.
NEW YORK	Albany	Brit. str.	Hood	Adamson, Bell & Co.	On or about 20th inst.
NEW YORK	Austria	Brit. bk.	Dakin	Reuter, Brockelmann & Co.	Quick despatch.
NEW YORK	McLaurin	Amr. ship	Oakes	Reuter, Brockelmann & Co.	Quick despatch.
BREMEN & PORTS OF CALL	Preussen	Ger. str.	Reimkasten	Melchers & Co.	On 11th inst., at 10 A.M.
HAMBURG	Columbus	Ger. sh.	Haesloop	Arnhold, Karberg & Co.	Quick despatch.
HAMBURG	Cambusdoon	Brit. bk.		Melchers & Co.	Quick despatch.
SYDNEY, MELBOURNE, &c.	Guthrie	Brit. str.	Shannon	Russell & Co.	On 16th inst., daylight.
PORT DARWIN, &c.	Chingtu	Brit. str.	Hunt	Butterfield & Swire	On 8th inst., at 10 A.M.
NAGASAKI, &c., VIA INLAND SEA	Monmouthshire	Brit. str.	Cuming	Adamson, Bell & Co.	On or about 10th inst.
SANDAKAN & KUDAT	Memnon	Brit. str.	Dorff	Butterfield & Swire	On 8th inst., at 3 P.M.
STRAITS AND BOMBAY	Lombardy	Brit. str.	Cole	P. & O. S. N. Co.	On 12th inst., at Noon.
SINGAPORE, PENANG, &c.	Bormida	Ital. str.	Gavazzo	Carlowitz & Co.	To-day, at Noon.
SINGAPORE, PENANG, &c.	Wingsang	Brit. str.	St. Croix	Jardine, Matheson & Co.	On 8th inst., at Noon.
SHANGHAI, &c., VIA INLAND SEA	Tartar	Brit. str.	Bailey	Adamson, Bell & Co.	On or about 10th inst.
SHANGHAI VIA AMOY	Bellerophon	Brit. str.	Guthrie	Butterfield & Swire	To-morrow.
SWATOW AND BANGKOK	Phranang	Brit. str.	Watton	Yuen Fat Hong	On 7th inst., at 10 A.M.
SWATOW, AMOY, & TAMSUI	Hailoong	Brit. str.	Roach	Douglas Lapraik & Co.	To-day, at Noon.
MANILA VIA AMOY	Zafiro	Brit. str.	Cobban	Russell & Co.	To-morrow, at 4 P.M.

SHIPPING REPORTS.

The British steamer *Sin Nanzing*, from Manila 1st May, had light wind and fine weather throughout.

The British steamer *Riversdale*, from Saigon 29th April, had light easterly winds and calm weather.

The British steamer *Namchow*, from Penang via Singapore 24th April, had fine weather from port to port.

The British steamer *Memnon*, from Celebes via Sandakan 29th April, had fine and clear weather throughout.

The British steamer *Edendale*, from Saigon 30th April, had moderate to light N.E. and S.E. winds from port to port.

The British steamer *Zafiro*, from Manila 1st May, had light breeze with fine weather crossing China Sea, heavy rains with thunder and lightning outside Hongkong.

VESSELS PASSED ANJER.

April 16, Ned. str. Bromo, Siekemeier, April 16, from Batavia for Rotterdam.
16, British bark Patagonia, Hibbard, Jan. 6, from New York for Shanghai.
17, Ital. bark Laghetto, Penco, Apr. 2, from Samarang for Falmouth.
17, Ital. bark Antoinetta O., Schiaffino, Dec. 11, from New York for Batavia.
17, British str. Sir Wm. Armstrong, Mackenzie, from Batoum for Batavia.
18, Nor. bark Emblem, Andresen, from Tegal for Channel.
18, Amr. ship P. N. Blanchard, Blanchard, Jan. 6, from New York for Saigon.
18, Ned. str. Soerabaya, Le Clercq, Mar. 11, from Rotterdam for Batavia.
19, Brit. bark Marquis of Lorne, Vickery, Nov. 26, from Philadelphia for Hiogo.
19, Ital. bark Eremplare, Gamba, Dec. 23, from New York for Batavia.
19, Brit. ship Aladdin, Rutter, Apr. 3, from Sourabaya for Bassein.
19, Brit. str. Arara, McKinley, Mar. 14, from Cardiff for Batavia.
20, Italian ship Salvatore dall'Orso, Campa, Apr. 4, from Singapore for New York.
20, Brit. str. Port Phillip, Gray, from Australia for Singapore.
21, Ned. ship Willemina Cornelia, Korte, Apr. 12, from Sourabaya for Rangoon.
21, Ned. str. Konningin Emma, Soomer, Mar. 1, from Amsterdam for Batavia.
21, Amr. ship B. P. Cheney, Humphreys, Mar. 22, from Manila for Boston.
22, Ned. str. Conrad, Duinker, Apr. 22, from Batavia for Amsterdam.
23, Brit. sch. J. G. C. Ross, Jorgensen, April 15, from Cocos Island for Batavia.

BANKS.

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

AUTHORISED CAPITAL ....£2,000,000.
PAID UP ....£ 580,000.

LONDON:
Head Office........40, THREADNEEDLE STREET,
West End Office, 25, COCKSPUR STREET.

BRANCHES IN INDIA, CHINA, JAPAN AND THE COLONIES.

THE BANK receives money on Deposit, Buys and Sells Bills of Exchange, issues Letters of Credit, forwards Bills for Collection, and Transacts Banking and Agency Business generally on terms to be had on application.

Interest allowed on Deposits:—
Fixed for 12 months, 5 per Cent. per Annum.
Fixed for 6 months, 4 per Cent. per Annum.
Fixed for 3 months, 3 per Cent. per Annum.
On Current Deposit Accounts 2 per Cent. per Annum on the daily balance.

E. W. RUTTER,
Manager.

Hongkong, 12th March, 1887. [12

NOTICE.

RULES OF THE HONGKONG SAVINGS BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3; Saturdays, 10 to 1.

2.—Sums less than $1, or more than $250 at one time will not be received. No depositor may deposit more than $2,500 in any one year.

3.—Depositors in the Savings Bank having $100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.

4.—Interest at the rate of 3½ per cent. per annum will be allowed to Depositors on their daily balances.

5.—Each Depositor will be supplied gratis with a Pass-Book, which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books, but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6.—Correspondence as to the business of the Bank if marked ON HONGKONG SAVINGS BANK BUSINESS is forwarded free by the various British Post Offices in Hongkong and China.

7.—Withdrawals may be made on demand, but the personal attendance of the Depositor or his duly appointed Agent, and the production of his Pass-Book are necessary.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
F. DE BOVIS,
Acting Chief Manager.

Hongkong, 1st January, 1891. [11

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL $9,296,677.07
RESERVE FUND $6,806,596.31
RESERVE LIABILITY OF PROP'TORS $9,296,677.07

COURT OF DIRECTORS:—
J. S. MOSES, Esq.—Chairman.
S. C. MICHAELSEN, Esq.—Deputy Chairman.

H. L. Dalrymple, Esq.	Hon. J. J. Keswick.
T. E. Davies, Esq.	Alex. McConachie, Esq.
C. J. Holliday, Esq.	L. Poesnecker, Esq.
H. Hoppius, Esq.	D. R. Sassoon, Esq.

ACTING CHIEF MANAGER.
Hongkong—F. DE BOVIS, Esq.
MANAGER.
Shanghai—JOHN WALTER, Esq.
LONDON BANKERS—LONDON & COUNTY BANK.

HONGKONG—INTEREST ALLOWED.
On Current Deposit Account at the rate of 2 per cent. per Annum on the daily balance.
On Fixed Deposits:—
For 3 months 3 per Cent. per Annum.
For 6 months 4 per Cent. per Annum.
For 12 months 5 per Cent. per Annum.

LOCAL BILLS DISCOUNTED.

CREDITS granted on approved Securities, and every description of Banking and Exchange business transacted.

DRAFTS granted on London and the chief commercial places in Europe, India, Australia, America, China and Japan.

F. DE BOVIS,
Acting Chief Manager.

Hongkong, 11th March, 1891. [10

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY, AND TAMSUI.

THE Company's Steamship

"HAILOONG,"

Captain Roach, will be despatched for the above Ports TO-DAY, the 5th inst., at Noon.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, 2nd May, 1891. [1114

NAVIGAZIONE GENERALE ITALIANA
(FLORIO & RUBATTINO UNITED COMPANIES).

STEAM FOR
SINGAPORE, PENANG, AND BOMBAY,

having connexion with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, (LEGHORN), and GENOA, all MEDITERRANEAN, ADRIATIC, LEVANTINE, and SOUTH AMERICAN PORTS up to CALLAO. Taking Cargo at through rates to PERSIAN GULF and BAGDAD.

THE Company's Steamship

"BORMIDA,"

C. Gavazzo, Master, will be despatched as above TO-DAY, the 5th May, 1891, at NOON.

At BOMBAY the Steamers are discharging in VICTORIA DOCK.

For Further Particulars regarding Freight and Passage, apply to
CARLOWITZ & Co.

Hongkong, 21st April, 1891. [6

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI VIA AMOY.

(Taking Cargo and Passengers at through rates for NINGPO, CHEFOO, NEWCHWANG, TIENTSIN, HANKOW, and PORTS on the YANGTSZE.)

THE Company's Steamship

"BELLEROPHON,"

Captain Guthrie, will be despatched as above TO-MORROW, the 6th May.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 1st May, 1891. [1093

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"ORESTES,"

Captain Barr, will be despatched as above on THURSDAY, the 7th May.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 1st May, 1891. [1009

"MOGUL" LINE OF STEAMERS.

FOR SHANGHAI, KOBE, AND YOKOHAMA, VIA INLAND SEA.

THE Steamship

"TARTAR,"

Captain Bailey, will be despatched as above on or about the 10th inst.

For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.

Hongkong, 4th May, 1891. [1119

"SHIRE" LINE OF STEAMERS.

FOR NAGASAKI, KOBE, AND YOKOHAMA, VIA INLAND SEA.

THE Steamship

"MONMOUTHSHIRE,"

Captain Cuming, will be despatched as above on or about the 10th inst.

For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.

Hongkong, 4th May, 1891. [1120

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY, MELBOURNE, AND ADELAIDE.

(Calling at SANDAKAN, TIMOR, PORT DARWIN AND QUEENSLAND PORTS, and taking through Cargo to NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"GUTHRIE,"

Captain Shannon, will be despatched for the above Ports on SATURDAY, the 16th inst., at DAYLIGHT.

For Freight or Passage, apply to
RUSSELL & Co.,
Agents.

Hongkong, 1st May, 1891. [1105

FOR NEW YORK.

THE Steamship

"ALBANY,"

Captain Hood, will be despatched on or about the 20th inst.

For Freight apply to
ADAMSON, BELL & Co.,
Agents.

Hongkong, 4th May, 1891. [879

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, BRINDISI, GENOA, ANTWERP, BREMEN, AND HAMBURG, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;

ALSO,
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

ON SUNDAY, the 11th day of MAY, 1891, at 10 A.M., the Company's Steamship "PREUSSEN," Captain Reimkasten, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT GENOA.

Shipping Orders will be granted till NOON, Cargo will be received on Board until 4 P.M., Specie and Parcels until 3 P.M., on the 9th May. (Parcels are not to be sent on Board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

The Steamer has splendid Accommodation, and carries a Doctor and Stewardess.

For further Particulars, apply to
MELCHERS & Co.,
Agents.

Hongkong, 13th April, 1891. [7

FOR SAN FRANCISCO.

THE 3/3 L. I. L. American Bark

"ADOLPH OBRIG,"

T. Carleton, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
MELCHERS & Co.,
Agents.

Hongkong, 18th April, 1891. [971

VESSELS ON THE BERTH

CANADIAN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG, 1891.

PARTHIA	Tuesday ...5th May.
EMPRESS OF JAPAN	Tuesday ...2nd June.
EMPRESS OF INDIA	Tuesday ...30th June.

THE Steamship

"PARTHIA,"

Capt. J. Panton, R.N.R., sailing at NOON, on TUESDAY, the 5th MAY, with Her Majesty's Mails, will proceed to VANCOUVER, VIA SHANGHAI, INLAND SEA, KOBE, and YOKOHAMA.

RATES OF PASSAGE.
FROM HONGKONG, FIRST CLASS.

To Vancouver, Victoria, Esquimault, New Westminster, Port Townsend, Seattle, Tacoma, Portland, O.	$225.00
To Banff, Calgarry	$255.00
To Winnipeg	$275.00
To Minneapolis, St. Paul, Duluth	$285.00
To Chicago, Kansas City, St. Louis, Milwaukee	$295.00
To Detroit, Cincinnati, Cleveland, Columbus, Hamilton, London, (Ont.), Toronto, Niagara Falls.	$305.00
To Kingston, Ottawa, Montreal, Quebec, New York, Albany, Troy, Rochester, Baltimore, Philadelphia, Pittsburg, Washington, Boston, Portland (Me.), Halifax, St. John	$310.00
To Liverpool and London	$325.00
To Paris and Bremen	$345.00
To Havre and Hamburg	$335.00

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials.

Return Tickets.—First and second class only.—Prepaid return tickets to Pacific Coast Points, and to Eastern and Interior Points of Canada and U.S.A. will be granted, available for:—
12 months at 25 per cent. off Return Fare.
4 ,, ,, 50 per cent. ,, ,,
(Time is reckoned from the date of issue to date of re-embarkation at Vancouver.)

Passengers to Pacific Coast Points and to Interior and Eastern Points of Canada and U.S.A. not holding prepaid return tickets, but who re-embark within 12 months from date of issue of original ticket, will be allowed 10 per cent. off the return fare.

Prepaid return tickets to European Points will be issued available for 12 months at $650 or for 4 months $575.

CARGO.—Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Points.

CONSULAR INVOICES of Goods for United States' Points should be in quadruplicate; and one copy must be sent forward by the steamer to the care of D. E. BROWN, Assistant General Freight and Passenger Agent, Canadian Pacific Railway Company, Vancouver, B.C.

PARCELS must be sent to our Office with address marked in full by 5 P.M. on the day previous to sailing.

For further information as to Passage and Freight, apply to
ADAMSON, BELL & Co.,
Agents.

Hongkong, 27th April, 1891. [8

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

THE Steamship "OCEANIC" will be despatched for SAN FRANCISCO, *via* YOKOHAMA, on THURSDAY, the 7th MAY, at ONE P.M., Connection being made at Yokohama with Steamers from Shanghai and Japan Ports.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

First-class Fares granted as follows:—

To San Francisco	$225.00
To San Francisco and return, available for 6 months	393.75
To Liverpool	325.00
To London	332.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific, or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year, will be allowed a discount of 10 per cent. *This allowance does not apply to through fares from China and Japan to Europe.*

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 50A, Queen's Road Central.

J. S. VAN BUREN, Acting Agent.

Hongkong, 16th April, 1891. [4

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

NOTICE.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, ADEN, SUEZ, PORT SAID, MEDITERRANEAN, AND BLACK SEA PORTS, ALEXANDRIA, MARSEILLES, AND PORTS OF BRAZIL AND LA PLATA;

ALSO,
LONDON, HAVRE, AND BORDEAUX.

ON WEDNESDAY, the 6th May, 1891, at NOON, the Company's Steamship "DJEMNAH," Commandant Bonnefoy, with Mails, Passengers, Specie, and Cargo, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal Places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M., on the 5th May. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, 24th April, 1891. [2

VESSELS ON THE BERTH

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, ISMAILIA, PORT SAID, MALTA, GIBRALTAR, MARSEILLES, BRINDISI, TRIESTE, VENICE, PLYMOUTH, AND LONDON;

ALSO,
BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR BATAVIA, PERSIAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK, AND BOSTON.

SPECIE ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "BOKHARA," Captain H. S. Weighell, with Her Majesty's Mails, will be despatched from this for LONDON VIA BOMBAY and SUEZ CANAL, on THURSDAY, the 14th May, at NOON.

Cargo will be received on board until 4 P.M. Parcels and Specie (Gold) at the Office until 4 P.M. on the day before sailing.

Silk and Valuables for Europe will be transhipped at Colombo; General Cargo for London will be conveyed via Bombay without transhipment, arriving one week later than by the ordinary direct route via Colombo. Tea will be sent either via Bombay or Colombo according to arrangement.

For further particulars regarding FREIGHT and PASSAGE, apply to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

This Steamer takes Cargo and Passengers for Marseilles.

E. L. WOODIN,
Superintendent.

Hongkong, 4th May, 1891. [1

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA AND SAN FRANCISCO.

THE U. S. Mail Steamer "CITY OF RIO DE JANEIRO" will be despatched for SAN FRANCISCO VIA YOKOHAMA on TUESDAY, May the 19th, at ONE P.M., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—

To San Francisco	$225.00
To San Francisco and return available for 6 months	393.75
To Liverpool	325.00
To London	332.00

The other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific, or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year, will be allowed a discount of 10 per cent. from Return Fare. *This allowance does not apply to through fares from China and Japan to Europe.*

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

J. S. VAN BUREN, Acting Agent.

Hongkong, 27th April, 1891. [3

FOR SAN FRANCISCO.

THE 3/3 L. II American Bark

"ST. JAMES,"

Burnham, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
RUSSELL & Co.

Hongkong, 22nd April, 1891. [1021

FOR NEW YORK.

THE 3/3 L. I. I. British Barque

"AUSTRIA,"

Dakin, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
REUTER, BROCKELMANN & Co.

Hongkong, 27th April, 1891. [1057

FOR HAMBURG.

THE 3/3 L. I.I. British Barque

"CAMBUSDOON,"

shortly expected, will load here for the above port and will have quick despatch.

For freight, apply to
MELCHERS & Co.

Hongkong, 2nd May, 1891. [1110

FOR HAMBURG.

THE 3/3 L. I. I. German Ship

"COLUMBUS,"

L. Haesloop, Master, shortly expected, will load here for the above Port, and will have quick despatch.

For freight apply to
ARNHOLD, KARBERG & Co.

Hongkong, 21st April, 1891. [1013

FOR NEW YORK.

THE 3/3 L. I.I. American Ship

"McLAURIN,"

Oakes, Master, will load here for the above port, and will have quick despatch.

For Freight, apply to
REUTER, BROCKELMANN & Co.

Hongkong, 1st May, 1891. [1096

NOTICE TO CONSIGNEES

GLEN LINE OF STEAM PACKETS.

FROM LONDON AND SINGAPORE.

THE Steamship

"GLENORCHY"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained.

Optional cargo will be forwarded unless notice to the contrary be given before 4 P.M. To-DAY.

Cargo remaining undelivered after the 7th instant will be subject to rent. No Fire Insurance has been effected. Consignees are requested to present all Claims for damages and/or shortages not later than the 13th inst., otherwise they will not be recognized.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
Agents.

Hongkong, 2nd May, 1891. [1108

NOTICE TO CONSIGNEES.

SHIRE LINE.

S. S. "GLAMORGANSHIRE," FROM NEW YORK.

CONSIGNEES of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for countersignature and to take immediate delivery of their goods from alongside.

Cargo impeding the discharge of the Steamer will be at once landed and stored at Consignees' risk and expense, and no Fire Insurance will be effected.

Optional cargo will be forwarded unless notice to the contrary be given before Noon To-DAY.

All claims against the steamer must be sent in immediately.

ADAMSON, BELL & Co.,
Agents.

Hongkong, 4th May, 1891. [1121

VESSELS EXPECTED.

THE FRENCH MAIL.

The M.M. steamer *Saghalien*, with the French mail, left Saigon at 1 p.m. on the 3rd and is due on the 6th inst.

MERCHANT STEAMERS.

The E. & A. steamer *Catterthun* left Port Darwin on the 25th April and is due here on the 5th inst.

The O. S. S. Co.'s steamer *Bellerophon* left Singapore on the 29th April and is due here on the 5th inst.

The D. D. R. steamer *Polyhymnia* left Singapore at noon on the 1st, and is due here on or about the 7th inst.

The steamer *Tartar* left Singapore on the afternoon of the 2nd, and is due here on or about the 8th inst.

The Shire Line steamer *Monmouthshire* left Singapore on the 2nd and is due here on the 9th inst.

The C. P. steamer *Empress of Japan* left Port Said on the 24th April, and is due here on the 23rd inst.

POST-OFFICE NOTICES.

PEAK DELIVERY closes at Post Office at 11.30 a.m. and 3 p.m., or in Letter Boxes in the Cars by 12 and 3.30 o'clock Trams. Letter Boxes at Peak will be cleared at 12.30 and 4 p.m.

The Postal Guide for 1891 revised to date will be found in the *Chronicle and Directory* p. XXVI. This is the only authorised complete Summary of Postal information published in Hongkong.

☞ The authorised List of Mails issued in connection with this paper is the one published twice each day in our Extra, which is corrected to a much later hour than that given below.

A MAIL WILL CLOSE.

For Amoy and Straits.—Per *Namchow*, to-day, the 5th inst., at 9.30 A.M.

For Swatow, Amoy, and Tamsui.—Per *Hailoong*, to-day, the 5th inst., at 11.30 A.M.

For Shanghai, Kobe, Yokohama, and Vancouver, &c.—Per *Parthia*, to-day, the 5th inst., at 11.30 A.M.

For Straits and Bombay.—Per *Bormida*, to-day, the 5th inst., at 11.30 A.M.

For Shanghai.—Per *Kwanglee*, to-day, the 5th inst., at 3.30 P.M.

For Amoy and Manila.—Per *Zafiro*, to-morrow, the 6th inst., at 3.30 P.M.

For Yokohama and San Francisco.—Per *Oceanic*, on Thursday, the 7th inst., at 0.30 P.M.

For Saigon.—Per *Benalder*, on Thursday, the 7th inst., at 4.30 P.M.

For Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney, and Melbourne, —Per *Chingtu*, on Friday, the 8th inst., at 9.30 A.M.

For Straits and Calcutta.—Per *Wingsang*, on Friday, the 8th inst., at 11.30 A.M.

For Straits and Bombay.—Per *Lombardy*, on Tuesday, the 12th inst., at 11.30 A.M.

For Sandakan, Timor, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, and Melbourne.—Per *Guthrie*, on Friday, the 15th inst., at 5.00 P.M.

MAILS BY THE CANADIAN PACIFIC RAILWAY CO CONTRACT PACKET.

The British Contract Packet *Parthia* will be despatched on TUESDAY, 5th May, with Mails for Shanghai, Japan, Canada, the United States of America and countries beyond, via Vancouver;
11.15 A.M. Registry closes.
11.30 A.M. Post Office closes, but correspondence may be posted on board the Packet with the Late Fee of 10 cents extra postage, until time of departure.

HOURS OF CLOSING THE ENGLISH AND FRENCH MAILS.

When the Packets leave at Noon.

The following hours will be observed in closing the mails for Europe, &c., by the English and French Packets, when they leave at NOON. The Money Order Office will be closed at 5 P.M. the day before.

8.00 A.M.—Posting of Prices Current and Circulars ceases.

(Prices Current and Circulars may however be posted up to 10 o'clock if they are tied in bundles country by country, with the addresses all one way.)

10.00 A.M.—Registry ceases.

10.30 A.M.—Posting of newspapers, books, and patterns ceases.

11.00 A.M.—Mail closes.

LATE LETTERS may be posted (from 11.10 A.M.) *with 10 cents late fee* up to 11.30 A.M. after which hour they may be sent on board with the same late fee.

COMPANIA GENERAL DE TABACOS DE FILIPINAS,

MANILA.

TOBACCO GROWERS AND MERCHANTS, AND MANUFACTURERS OF CIGARS, CIGARETTES, AND CUT TOBACCOS.

ESTABLISHED 1881.

MARCA DE FABRICA

CAPITAL £3,000,000

Awarded in Eight Exhibitions sundry Gold Medals, First Prizes, Diplomas of Honour, and First Order of Merit.

Gold Medal at Paris, 1889.

All orders should be addressed to the Administrador General of the Company, Manila.

The Steamers of the Compania Trasatlantica from Barcelona to Manila and vice versa will call at Lisbon every 22 days and will receive Cargo and Passengers there. [55

THE THREE BEST BRANDS OF SCOTCH WHISKY are Shipped to Hongkong by CUTLER, PALMER & CO., viz.:—

A. The "PALL MALL," 11 Years Old, a liqueur Whisky.
B. NAPIER JOHNSTONE'S SQUARE BOTTLE, Certificated, splendid quality.
C. CUTLER, PALMER & Co.'s OWN, free from Fusel Oil, A 1 quality.

a. Apply to Messrs. JARDINE, MATHESON & Co., or Messrs. SIEMSSEN & Co.
b. Apply to Messrs. LANE, CRAWFORD & Co.
c. Apply to Messrs. JARDINE, MATHESON & Co., or Messrs. SIEMSSEN & Co.

Hongkong, 16th April, 1891. [912

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS, will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:—

ARRATOON APCAR, Brit. str., J. G. Spence—David Sassoon, Sons & Co.
BENALDER, Brit. str., C. K. McIntosh—Gibb, Livingston & Co.
COLUMBUS, Ger. ship, L. Haesloop—Melchers & Co.
DOROTHEA, Ger. bk., H. Th. Moeller—Siemssen & Co.
LYEEMOON, Ger. str., G. Heuermann—Siemssen &Co.
ST. JAMES, Amr. bk., W. D. Burnham—Russell & Co.
SURY WONGSE, Ger. str., F. R. Vil—Wieler & Co.

TO BE LET.

TO BE LET SHORTLY.

AN exceedingly comfortable and cool Six-Roomed HOUSE.
Apply to
The Secretary,
HUMPHREYS ESTATE AND FINANCE COMPANY, LIMITED.
Hongkong, 11th April, 1891. [1805

TO LET.

NO. 9, SEYMOUR TERRACE.
OFFICES & CHAMBERS in CONNAUGHT HOUSE, Queen's Road Central.
OFFICES in VICTORIA BUILDINGS.
No. 4, OLD BAILEY STREET.
No. 11, SEYMOUR TERRACE.
No. 2, PEDDER'S HILL.
No. 13, SEYMOUR TERRACE.
HOUSE in POKFOOLUM ROAD, "Nullah Side."
Apply to
DAVID SASSOON, SONS & Co.
Hongkong, 2nd May, 1891. [45

TO LET.

HOUSE No. 12, ARBUTHNOT ROAD, at present occupied by the French Consulate.
Apply to
J. A. DE CARVALHO.
Hongkong, 13th April, 1891. [929

TO LET, FURNISHED,
FROM 1ST APRIL TO 31ST DECEMBER NEXT.

ONE FIVE-ROOMED EUROPEAN HOUSE at SEYMOUR ROAD with a Magnificent View of the Harbour. The House is entirely Furnished in European style. Terms moderate.
Apply to the Undersigned in the house or to HO FOOK of Messrs. DENNYS & MOSSOP.
HO TUNG.
Hongkong, 19th January, 1891. [215

THE KOWLOON LAND AND BUILDING COMPANY, LIMITED.

TO LET,
KNUTSFORD TERRACE.

KOWLOON.

HOUSES with 5 Rooms, including Bath-Rooms. Tennis Courts. Good view and healthy situation. Rent and Taxes $32 a month.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 25th March, 1891. [780

TO BE LET.

DESIRABLE OFFICES & GODOWNS, No. 13, Praya Central.
Apply to
STOLTERFOHT & HIRST.
Hongkong, 8th October, 1889. [47

TO LET.

PART of HOUSE at EAST POINT, with Bath-Room attached.
Apply to
MORE & SEIMUND.
Hongkong, 11th April, 1891. [924

TO LET.
WITH IMMEDIATE POSSESSION.

THE FIRST and SECOND FLOORS of No. 18, PRAYA CENTRAL, splendidly suited for SHIPPING OFFICES, having a commanding view over the entire Harbour.
Apply to the MANAGER,
CARMICHAEL & Co., LIMITED,
18, Praya Central.
Hongkong, 16th March, 1891. [697

TO LET,
POSSESSION 1ST APRIL, 1891.

WESTBOURNE VILLA, NORTH.
Cheap Rental.
Apply to
LINSTEAD & DAVIS.
Hongkong, 2nd March, 1891. [575

TO LET, AT THE PEAK,
(PARTLY FURNISHED).

"BROCKHURST," a detached Residence situate upon MOUNT GOUGH, about Seven Minutes' walk from PLANTATION ROAD STATION, and from which is obtained a magnificent view of the Harbour and out to sea.
The House contains Drawing-Room, Dining-Room, Four Bedrooms, Drying and Bath Rooms, &c., and has a Tennis Ground attached, which will be put in order at the Landlord's expense if the House to be taken for a year.
Immediate Possession.
For further particulars, apply to
PALMER & TURNER,
Architects, &c.,
No. 5, Queen's Road Central.
Hongkong, 13th April, 1891. [930

TO LET,
IMMEDIATE POSSESSION.

NO. 8, UPPER MOSQUE TERRACE.
POSSESSION 1ST MAY.
Corner house No. 5, UPPER MOSQUE TERRACE.
The above all have Gas and Water laid on. Moderate rentals.
Apply to
4a UPPER MOSQUE TERRACE.
Hongkong, 14th April, 1891. [805

TO BE LET.

ROSE VILLAS WEST, BONHAM and ROBINSON ROADS, Furnished, with Tennis Lawn. From 1st MAY next.
A GODOWN at WEST POINT.
"BISNEE VILLA," POKFOLUM.
"THE HOMESTEAD,"—Mount Kellett—Furnished.
Apply to
SHARP & Co.,
Telegraph House.
Hongkong, 13th March, 1891. [46

THE PEAK BUILDING Co., LIMITED.

TO LET.

SEVEN FIVE-ROOMED HOUSES Nos. 2 to 8, STEWART TERRACE, near Peak Church. Gas laid on.
Apply to the
SECRETARY,
at Office, 58, Queen's Road Central.
Hongkong, 27th February, 1891. [50

TO LET,

NO. 4, WEST TERRACE.
Entry 1st MARCH.
Apply to
G. C. ANDERSON,
13, Praya Central.
Hongkong, 5th February, 1891. [357

TO LET.

With Immediate Possession.
GODOWN No. 476, in MATHESON STREET, WANCHAI.
Apply to
EDUARD SCHELLHASS & Co.
Hongkong, 22nd October, 1890. [56

TO LET.

CRAIGELLACHIE, 8, BONHAM ROAD.
Apply to
LINSTEAD & DAVIS.
Hongkong, 21st August, 1890. [51

TO LET,
Possession 1st January, 1891.

DESIRABLE FIVE ROOMED RESIDENCE, STOWFORD, Bonham Road.
Apply to
LINSTEAD & DAVIS.
Hongkong, 3rd November, 1890. [57

TO BE LET.

NO. 10, SEYMOUR TERRACE.
Apply to
HERCULES J. SCOTT.
Hongkong, 4th February, 1891. [349

TO LET.
POSSESSION FROM 15TH MAY.

FOUR ROOMS on the FIRST FLOOR of QUEEN'S ROAD CENTRAL, No. 10, suitable for Offices, at present in the occupation of the Mitsui Bussan Kaisha.
Apply to
SANDER & Co.
Hongkong, 28th April, 1891. [1064

TO LET

TO BE LET OR SOLD,
On favourable terms, with Immediate Possession.

EIGHT HOUSES at "MOUNTAIN VIEW," Peak District, near Plunkett's Gap.
If sold part of the Purchase money can remain on Mortgage.
Apply to
JOHN A. JUPP,
Secretary,
THE AUSTIN ARMS HOTEL AND BUILDING COMPANY, LD.
Hongkong, 6th October, 1890. [1538

TO LET,
FROM 15TH MAY.

THE GROUND and SECOND FLOOR of No. 10, PRAYA EAST, hitherto occupied by the German Consulate.
Apply to
MEYER & Co.
Hongkong, 4th May, 1891. [1117

TO LET,
TOGETHER OR SUBDIVIDED, FROM 1ST JUNE NEXT.

HOUSE No. 5, CHANCERY LANE, with 10 Rooms and Bath Rooms. Two separate entrances.
Apply to
J. M. V. DE FIGUEIREDO.
No. 5, Caine Road.
Hongkong, 4th May, 1891. [1118

TO LET.

NO. 3, LOWER MOSQUE TERRACE.
Apply to
CHAN YAU,
No. 1, Lower Mosque Terrace.
Hongkong, 3rd April, 1891. [845

TO LET,
FROM THE 1ST JULY.

FIVE ROOMS on the Upper Floor of the ICE COMPANY'S PREMISES in ICE-HOUSE LANE.

ALSO NOW VACANT.
3 LARGE OFFICES on the First Floor, and 1 GODOWN on the Ground Floor.
Apply to the Manager at the Depot, or to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 1st May, 1891. [1094

TO LET.

TOP FLOOR of CITY CLUB (late Masonic Club, Ld.) Two Large, well lit Rooms, suitable for Offices or Dwelling Rooms; Moderate Rental.
Apply to
THE SECRETARY,
City Club.
Hongkong, 21st March, 1891. [740

TO LET, AT THE PEAK,
POSSESSION 1ST MAY, 1891.

THE HOUSE "CREGGAN," Best position.
Apply to
M. S. SASSOON & Co.
Hongkong, 17th April, 1891. [976

TO LET, UNFURNISHED.

NO. 6, SEYMOUR TERRACE, CORNER HOUSE, space underneath the house for Chairs, Wine, &c. Moderate Rent for six months.
Apply at House
A. J. BOOTH.
Hongkong, 30th April, 1891. [1035

TO LET.

DESIRABLE OFFICES, No. 6, QUEEN'S ROAD CENTRAL.
Apply to
LINSTEAD & DAVIS.
Hongkong, 9th April, 1891. [804

TO LET,
WITH IMMEDIATE POSSESSION.

OFFICES above Messrs. DOUGLAS LAPRAIK & Co.'s Premises.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY Co., LD.
Hongkong, 31st December, 1890. [63

FOR SALE

FOR SALE.

JULES MUMM & Co.'s
CHAMPAGNE, Qts. $20 & Pts. $21.
DUBOS FRERES & DE GERNON & Co.'s
BORDEAUX CLARETS,
AND
WHITE WINES.
CHAU. LEOVILLE, at $28 per Case of 1 doz.
CHAU. MARGAUX, at $28 " 1 "
BAXTER'S "BARLEY BREE,"
(Celebrated 7 years' Old WHISKY,
at $8.25 per Case of 1 doz.
GIBB, LIVINGSTON & Co.
Hongkong, 10th November, 1888. [26

FOR SALE.

CHAMPAGNE "MONOPOLE,"
—HEIDSIECK & Co.—
MONOPOLE RED SEAL (medium dry).
Do. "sec" RED FOIL } (dry).
Do. GOLD FOIL }
DRY Do. do. (extra dry).
CARLOWITZ & Co.,
Sole Agents for
HEIDSIECK & Co., REIMS,
For Hongkong, China, and Japan.
Hongkong, 1st July, 1885. [1516

FOR SALE.

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CHAMPAGNE, 1880 WHITE SEAL.
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PAUL DUBOIS & Co.'s
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$25.......... per case of 1 dozen quarts.
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$13.......... per case of 1 dozen quarts.
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PONTET CANET.
$9.50 .... per case of 1 dozen quarts.
PALMER MARGAUX.
$7.50 .... per case of 1 dozen quarts.
$8.50 .... per case of 2 dozen pints.
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$5 .... per case of 1 dozen quarts.
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OLD HIGHLAND WHISKEY.
$8 .... per case of 1 dozen bottles.
ALSO.
CUTLER PALMER & Co.'s
WINES AND SPIRITS.
SIEMSSEN & Co.
Hongkong, 1st January, 1884. [25

FOR SALE, CHEAP.

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Hongkong, 8th November, 1890. [1469

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BONUSES PAID 463,000
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JAS. B. COUGHTRIE,
Secretary.
Hongkong, 15th April, 1891. [910

THE NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned having been appointed AGENTS for the above Company, are prepared to GRANT INSURANCES to the extent of $100,000, on first-class risks at current rates.
DUNN, MELBYE & Co.
Hongkong, 16th February, 1889. [18

FIRE INSURANCE COMPANY, OF 1877 IN HAMBURG.

THE Undersigned having been appointed Agents for the above Company, are prepared to ACCEPT RISKS, against FIRE at Current Rates.
REUTER, BRÖCKELMANN & Co.,
Agents.
Hongkong, 1st July, 1889. [213

PHŒNIX FIRE OFFICE

The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.
DOUGLAS LAPRAIK & Co.,
Agents for the Phœnix Fire Office.
Hongkong, 17th August, 1887. [17

GENERAL LIFE AND FIRE ASSURANCE COMPANY IN LONDON.

THE Undersigned having been appointed Agents for the above Company, are prepared to ACCEPT RISKS against FIRE and LIFE at Current Rates.
REUTER, BRÖCKELMANN & Co.
Hongkong, 1st July, 1889. [840

THE EQUITABLE LIFE ASSURANCE SOCIETY OF THE UNITED STATES.
RUSSELL & Co.,
Agents.
Hongkong, 15th November, 1890. [2433

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

The Undersigned, having been appointed Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
SIEMSSEN & Co.,
Agents.
Hongkong, 16th November, 1872. [16

THE MAN ON INSURANCE COMPANY, LIMITED.

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BOARD OF DIRECTORS.
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SAN HUP, Esq. | YOW CHONG PENG, Esq.
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Contributory Dividends are payable to all Contributors of Business, whether they are Shareholders or not.
WOO LIN YUEN,
Secretary.
HEAD OFFICE,
No. 2, Queen's Road West,
Hongkong, 14th March, 1881. [698

NOTICE.

QUEEN FIRE INSURANCE COMPANY.
The Undersigned, Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
NORTON & Co.
Agents.
Hongkong 16th July, 1887. [83

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

As Agents of the above Company we are prepared to accept RISKS against FIRE at Current rates.
RUSSELL & Co.
Hongkong, 2nd May, 1889. [1111

PRIVATE BOARD & RESIDENCE.

MRS. FALCONER has vacancies for Gentlemen Resident Boarders at Kowloon.
Hongkong, 10th January, 1890. [161

KIRIN BEER.

"I find the Beer to be a healthy, pure, and refreshing beverage, which can be most heartily recommended. The chemical analysis being most satisfactory, one is fully entitled to wish it the widest circulation."
E. BAELZ, M.D., Prof. Imp. University, Member Central Board of Health.

"I have much pleasure in testifying to the quality and purity of the Beer. I can well recommend it as a Beer admirably suited for this climate."
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LANE, CRAWFORD & Co.,
Agents.
Hongkong, 17th January, 1891. [2—159

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NOTICE.

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LI PUI.
Hongkong, 1st May, 1891. [1099

HONGKONG CLUB.

NOTICE.

FROM this date and until further notice, Mr. ED. JNO. BOARDS has been appointed ACTING SECRETARY of the above Club.
By Order,
C. H. GRACE,
Secretary.
Hongkong, 1st May, 1891. [1100

NOTICE.

THE PARTNERSHIP hitherto existing between the Undersigned has been DISSOLVED from this date by mutual consent. All forward Settlements will be attended to by Mr. G. H. POTTS.
POTTS & BARFF.

With reference to the above I shall continue the Business of a SHARE and GENERAL BROKER,
GEORGE HUTTON POTTS.

With reference to the above I shall continue the Business of a SHARE and GENERAL BROKER.
CHARLES S. BARFF.
Hongkong, 30th April, 1891. [1098

NOTICE.

THE PARTNERSHIP between HOLMES & RODYK, Solicitors, is DISSOLVED TO-DAY by mutual consent.
HENRY J. HOLMES.
ARTHUR B. RODYK.
Hongkong, 14th April, 1891.

NOTICE.

The Undersigned will carry on Business at his Office No. 54, Queen's Road.
HENRY J. HOLMES,
Solicitor.
Hongkong, 14th April, 1891. [959

PORTLAND CEMENT.
J. B. WHITE & BROS.
SOLE AGENTS FOR CHINA,
HOLLIDAY WISE & Co.
Hongkong, 11th April, 1883. [699

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Hongkong, 3rd February, 1891. [344

NOTICE.

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D. GILLIES,
Secretary.
Hongkong, 26th August, 1885. [33

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COMMERCIAL JOURNAL for CHINA, JAPAN, &c., &c.,
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contains the
LATEST AND FULLEST TRADE INTELLIGENCE,
REPORTS OF MEETINGS OF COMPANIES,
THE LATEST TELEGRAMS,
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POLITICAL AND GENERAL NEWS
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"JAPAN GAZETTE,"
YOKOHAMA.
HAVING been appointed AGENT in HONGKONG and SOUTH CHINA for the *Japan Gazette*, "Japan Gazette Summary," and Hong List," Orders for Subscriptions and Advertisements will be received at this Office.
Hongkong Daily Press Office,
Hongkong 23rd May, 1877.

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SHIPPING IN PORT.

HONGKONG.

STEAMERS.

Activ, Danish str., 355, H. Hygom, May 1, A. R. Marty
Alwine, German str., 400, Petersen, May 3, Wieler & Co.
Arratoon Apcar, British str., 1,392, Spence, April 27, David Sassoon, Sons & Co.
Batavia, British str., 2,550, J. R. Hill, May 2, Adamson, Bell & Co.
Benalder, British str., 1,291, McIntosh, May 3, Gibb, Livingston & Co.
Benledi, British str., 1,480, J. H. Clark, April 29, Gibb, Livingston & Co.
Bormida, Italian str., 1,499, Gavazzo, April 26, Carlowitz & Co., for Bombay
Clamorganshire, Brit. str., 1,843, Davies, May 3, Adamson, Bell & Co.
Chingtu, British str., 1,459, A. Hunt, May 3, Butterfield & Swire, for Australia
Decima, German str., 865, Christensen, May 4, Geo. R. Stevens & Co.
Edendale, British str., 1,566, Humphrey, My 3, M. B. Kaisha
Fatshan, British str., 1,425, J. P. Hoyland, H. C. & M. Steamboat Co., for Canton
Fidelio, German str., 852, H. Brorsen, May 4, Melchers & Co.
Glenfruin, British str., 1,936, Norman, Apr. 29, Jardine, Matheson & Co., for Shanghai
Glenshiel, British str., 2,240, R. Jones, May 3, Jardine, Matheson & Co., for London
Haitoong, British str., 786, J. Roach, May 2, Douglas Lapraik & Co., for Coast Ports
Hankow, British str., 2,235, Lloyd, Butterfield & Swire, for Canton
Heungshan, British str., 1,054, Brock, June 20, H. C. & M. Steamboat Co., for Macao
Honam, British str., 1,314, G. B. Lefavour, H. C. & M. Steamboat Co., for Canton
Kiangkwan, Chi. str., 1,030, Knights, Mar. 12, C. M. S. N. Co., for Canton
Kinkiang, British str., 1,061, W. E. Clarke, H. C. & M. Steamboat Co.
Kiungchow, British str., 288, A. Cruickshank, H. C. & M. Steamboat Co.
Kwanglee, Chinese str., 1,400, Lincoln, May 4, C. M. S. N. Co.
Memnon, British str., 825, A. Dorff, May 4, Butterfield & Swire, for Sandakan
Mongkut, British str., 859, Anderson, May 2, Yuen Fat Hong, for Bangkok
Namchow, British str., 1,115, Colonna, May 3, Chinese
Namkiang, Brit. str., 999, Wooldridge, May 2, Chinese
Oceanic, British str., 3,808, Smith, April 27, O. & O. S. N. Co., for San Francisco
Parthia, British str., 2,035, Panton, April 11, Adamson, Bell & Co., for Vancouver
Pasig, British str., 284, Chinese
Phra Nang, British str., 1,021, Wotton, May 2, Yuen Fat Hong, for Bangkok
Pilot Fish, British str., 117, Stopani, H. & W. Dock Co.
Powan, British str., 1,842, S. W. Goggin, H. C. & M. Steamboat Co., for Canton
Riversdale, Brit. str., 1,311, J. Mooney, May 4, Mitsu Bishi Colliery
Sin Nanzing, British str., 714, Peters, May 4, Jardine, Matheson & Co., for Manila
Smith, Chinese str., 700, H. Deffler, May 2, Chinese
Sury Wonges, Spanish str., 513, Vil, May 3, Wieler & Co.
Tai On, British str., 769, Gololouski, April 12, Chinese, for Canton
Tellus, Norw. str., 1,943, J. Amendsen, May 3, M. B. Kaisha
Tetartos, German str., 1,576, Breitung, May 2, Jardine, Matheson & Co.
Triumph, German str., 674, J. Brahn, May 4, Wieler & Co.
Wingsang, Brit. str., 1,517, Ste. Croix May 3, Jardine, Matheson & Co., for Calcutta
Zafiro, British str., 675, A. R. W. Cobban, May 4, Russell & Co., for Manila

SAILING VESSELS.

Adolph Obrig, Amr. bk., 1,376, Carleton, Mar. 6, Melchers & Co., for San Francisco
Archon, British bark, 148, C. Hansen, April 7, Wieler & Co.
Austria, British bark, 1,105, Dakin, April 30, Order
Columbus, German ship, 1,423, L. Haesloop, April 21, A. Karberg & Co., for Hamburg
Don Justo, Am. bark, 798, B. Nielson, Apr. 21, Captain
Dorothea, German bark, 623, Moller, Mar. 25, Siemssen & Co.
Dorothy, British bark, 310, Angus Croad, Apr. 21, Gibb, Livingston & Co.
Hans, German sch., 120, Hansen, Dec. 2, Blackhead & Co.
Heinrich, German bark, 923, Bunnan, Feb. 22, Carlowitz & Co.
Hydra, Danish bark, 785, Christoffsen, Apr. 23, Carlowitz & Co.
Japan, Peruvian bark, 398, M. Janela, Nov. 17, Gonsalves & Co.
Marie Berg, Ger. bk., 536, Hindrichs, Apr. 29, Wieler & Co.
McLaurin, Amr. ship, 1,313, Oakes, April 28, Order
Orient, German bark, 461, Gontard, April 6, Wieler & Co.
Sara Mercedes, Peruvian sch., 245, A. Muniatgin, July 4, Order
St. James, Amr. bk., 1,437, Burnham, April 28, Russell & Co., for San Francisco
Vœring, Norw. shr., 392, O. P. Larson, Apr. 22, Siemssen & Co.
Wm. Le Lacheur, Brit. bq., 573, Auld, Mar. 7, Chinese

AMOY.
In Port on 29th April, 1891.
Claro Babuyan, Brit. bk., 385, Brown, Apr. 20, Pasedag & Co
Contest, British bark, 484, Soderman, April 20, Pasedag & Co
Galveston, German bk., 619, Jacobsen, Apr. 19, Pasedag & Co
Hilda, British sch., 306, Gehrk, April 23, H. A. Petersen & Co
Perla, British bark, 400, Williams, April 20, H. A. Petersen & Co

FOOCHOW.
In Port on 25th April, 1891.
Namoa, British str., 868, Goddard, April 24, Jardine, Matheson & Co

SHANGHAI.
In Port on 27th April, 1891.
Annie E. Wright, British ship, 1,317, Wright, April 2, C. & J. Trading Co
Baikal, Russ. str., 717, Lemaschefsky, Apr. 24, Fearon, Low & Co
Batavia, British str., 1,662, Hill, April 24, Adamson, Bell & Co
Bokhara, British str., 1,696, Weighell, April 17, P. & O. S. N. Co
Chihaya Maru, Jap. bark, 433, Asai, April 25, M. B. Kaisha
Choysang, British str., 1,194, Bradley, April 26, Jardine, Matheson & Co
Chungking, British str., 801, Hughes, April 27, Butterfield & Swire
Djemnah, French str., 2,348, Bonnefoy, Apr. 16, Messageries Maritimes
El Dorado, British str., 892, Moncur, April 27, Jardine, Matheson & Co
Feilung, British str., 750, Graham, Apr. 27, S. M. S. N. Co
Hae-shin, Chinese str., 617, Wells, April 24, C. M. S. N. Co
Haisan, German str., 741, Samuelsen, April 22, S. M. S. N. Co
Hangchow, British str., 999, Arthur, April 27, Nils Moller
John McLeod, Brit. sh., 1,595, Stuart, April 19, C. & J. Trading Co
Kosciusko, British bark, 1,192, Logan, Apr. 6, Morris & Co
Macduff, British str., 1,658, Porter, April 22, Adamson, Bell & Co
Moyune, British str., 1,714, Hogg, April 21, C. S. M. S. N. Co
Peiping, Chinese str., 397, Watts, April 24, Chi. Eng. & Mining Co
Preussen, Ger. str., 2,379, Reimkasten, April 19, Melchers & Co
Strathleven, Brit. str., 1588, Cormack, April 21, Adamson, Bell & Co
Veritas, British bark, 748, Crichton, April 20, Morris & Co
Yungping, British str., 594, Percival, April 21, Russell & Co.
Yungching, Chinese str., 761, Lowe, April 24, C. M. S. N. Co.

SHIPPING IN PORT.

Yungching, Chinese str., 761, Lowe, April 24, C. M. S. N. Co
Yungping, British str., 567, Percival, April 24, Russell & Co

TIENTSIN.
In Port on 28th February, 1891.
Chungking, British str., 801, Hughes, Feb. 27, Butterfield & Swire
El Dorado, British str., 892, Moncur, Feb. 26, E. Cousins
Hsin-sheng, Chi. str., 835, Buchanan, Feb. 27, C. M. S. N. Co
Hsin-yu, Chinese str., 1,027, Lancaster, Feb. 26, C. M. S. N. Co
Poochi, Chinese str., 544, Ferlie, Feb. 27, C. M. S. N. Co

NAGASAKI.
In Port on 22nd April, 1891.
Barden Tower, Brit. str., 1,469, Wilson, Apr. 21, C. & J. Trading Co
Fuyo, Japanese str., 855, Edes, Mar. 16, Mitsui Bishi Colliery
Kozaki-maru, Barge, 400, Christensen, Nippon Yusen Kaisha
Kumamoto Maru, Jap. str., 1,240, R. Pender, Mar. 9, Nippon Yusen Kaisha

KOBE.
In Port on 21st April, 1891.
Abbie S. Hart, Br. sh., 1,450, McHenry, Mar. 21, C. & J. Trading Co
Agostino Rombo, Ital. bk., 807, Bottini, Mar. 31, Smith, Baker & Co
Ancona, British str., 1,875, Mulls, April 13, P. & O. S. N. Co
Loodiana, British ship, 1,820, Boyd, Mar. 28, C. & J. Trading Co
New City, British ship, 1,323, Bray, Mar. 28, H. Lucas & Co
Ravola, British sh., 1,493, Lockhart, Mar. 22, Browne & Co
St. David, Amr. ship, 1,536, Frost, April 6, C. & J. Trading Co
Toyoshima-maru, Jap. str., 634, Sakai, April 19, Nippon Yusen Kaisha
Tsuruga-maru, Jap. str., 712, Thomson, Apr. 18, Nippon Yussen Kaishia
Tweedsdale, Brit. sh., 1,403, Buchanan, Mar. 23, R. Isaacs & Bro.

YOKOHAMA.
In Port on 21st April, 1891.
Arctic, British sh., 49, Pyne, Nov. 22, Master
Belgic, British str., 2,695, Walker, April 21, O. & O. S. N. Co
Elwell, Amr. ship, 1,388, Barstow, Mar. 5, C. & J. Trading Co
Esmeralda, British sch., 148, Harrison, April 8, Jardine, Matheson & Co
Gerard C. Tobey, Amr. bark, Gibb, 1390, April 11, C. & J. Trading & Co.
Guy C. Goss, Amr. ship, 1,524, Millett, Mar. 8, Isaacs and Bro.
Hiroshima-maru, Jap. str., 2,350, Pyne, Apr. 17, Nippon Yusen Kaisha
Innocenti, Italian bark, 902, Cuneo, April 12, C. & J. Trading Co
J. B. Walker, Amr. sh., 2,178, Wallace, Apr. 10, C. & J. Trading Co
Oceanic, British str., 3,880, Smith, April 20, O. & O. S. N. Co
Yangtse, French str., 1,912, Lartigu, April 18, Messageries Maritimes

BANGKOK.
In Port on 22nd April, 1891.
Adeona, Nor. bark, 638, April 21, Clarke & Co.
Aurora, British bark, 295, Berndt, Nov. 9, Hook Poh
Charon Wattana, Siam. bg., 655, LeCain, Nov. 3, Matt Seng
Commerzienrath Rodbertus, German bark, 567, Mar. 24, A. Markwald & Co
Loch Rauza, British bk., 1,075, Murray, Mar. 28, Arracan Company
Mary Ann, Italian bark, 435, Wallrius, Feb. 5, Jucker, Sigg & Co

HER BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alacrity, d.-s. steel despatch boat, 4 guns, 3,150, h.p., Com. C. A. Adair, at Hongkong
Archer, cruiser, 6 guns, 3,500 h.p., Comd. J. Ferris, at Hongkong
Caroline, cruiser, 14 guns, 1,440 h.p., Capt. Wm. R. Clutterbuck, at Singapore
Egeria, surveying ship, Coml. A. M. Field, at Sandakan
Esk, double-screw gunboat, 3 guns, 340 h.p., in reserve, at Hongkong
Firebrand, composite gunboat, 4 guns, 460 h.p., Lieut. C. J. Baker, at Hongkong
Hyacinth, cruiser, 8 guns, 1,190 h.p., Capt. R. W. Craigie, at Yokohama
Imperieuse, d.-s. cruiser, 10 guns, 10,000 h.p., Capt. Edmund S. Poe, at Hongkong
Leander, cruiser, 10 guns, 5,500 h.p., Capt. Burges Watson, at Amoy
Linnet, gunboat, 5 guns, 1,050 h.p., Com. V. D. Tisdall, at Shanghai
Mercury, cruiser, 13 guns, 7,390 h.p., Capt. Balfour, at Amoy
Peacock, gunboat, 6 guns, Lieut.-Comd. Ingram, at Hongkong
Pigmy, gunboat, 6 guns, 1,200 h.p., Lieut.-Com. Hewett, at Shanghai
Plover, gunboat, 6 guns, 1,200 h.p., Lieut.-Com. Rason, at Singapore
Porpoise, steel torpedo cruiser, 6 guns, 3,500 h.p., Com. J. L. Burr, at Hongkong
Rattler, composite g-bt., 6 guns, 1,200 h.p., Lieut.-Com. J. G. Heugh, at Hankow
Redpole, gunboat, 8 guns, 1,200 h.p., Lieut.-Com. Freeman, at Hongkong
Severn, cruiser, 13 guns, 6,000 h.p., Capt. W. H. Hall, at Amoy
Solent, torpedo mining launch, at Hongkong
Swift, double-screw g.-v., 2 guns, 1,010 h.p., Com. Hon. B. Bingham, at Hongkong
Tweed, double-screw gun-vessel, 3 guns, 340 h.p., in reserve, at Hongkong
Victor Emanuel, receiving ship, 20 guns, Commodore E. J. Church, at Hongkong
Wivern, turret ironclad, 4, 1,450, in reserve, at Hongkong.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

Admiral Kornilow, Russian cruiser, Capt. Aledesieff, at Nagasaki
Admiral Nakhimoff, Russian cruiser, 30 guns, Capt. Fedotoff, at Hongkong
Alexandrine, German cruiser, Capt. Schneider, at Nanking
Alliance, American g-bt., Comd. H. C. Taylor, at Yokohama
Aspic, French gunboat, 4 guns, Capt. Journet, at Shanghai
Bobre, Russian cruiser, 13 guns, 1,100 h.p., Capt. Merschikoff, at Nagasaki
Comete, French gunboat, Lieut. Martel, at Haiphong
Djihit, Russian corvette, Capt. Nikonoff, at Shanghai
Iltis, German gunboat, 4 guns, 4,340 h.p., Capt. Ascher, at Ningpo
Inconstant, French gunboat, Capt. Jonquieres, at Hongkong
Korsvets, Russian gunboat, Capt. Filisoff, at Amoy
Kraysser, Russian corvette, 6 guns, 1,205 h.p., Capt. Rojestwensky, at Hongkong
Leipzig, German cruiser, Captain Rottiger, at Nanking
Lutin, French g-bt., Com. Nenny, at Bangkok
Mandjur, Russian cruiser, 7 guns, Comdr. Kazi, at Amoy,
Monocacy, Amr. gun-vessel, 6 guns, Com. M. L. Johnson, at Kobe
Nayesdnik, Russian cruiser, 9 guns, 253 h.p., Capt. Zarine, at Vladivostock
Palos, Amr. gunboat, 6 guns, 500 h.p., Lieut.-Com. J. Marthon, at Hongkong
Pamiat Azova, Russian cruiser, Capt. Lomen, at Japan
Parseval, French cruiser, Capt. Fourest, at Japan
Pluvier, French g-bt., Capt. Lapad, at Hongkong
Rio Lima, Portuguese g-bt., 3 guns, 100 h.p., Capt. J. R. Santa Barbara, at Macao
Sivoutch, Russian cruiser, 13 guns, Capt. Sariof
Sophie, German cruiser, Captain Herbing, at Nanking
Swatara, Amr. corvette, Com. P. H. Cooper, at Yokohama.
Triomphante, French frigate, Capt. Cornulier Lucinier, at Hongkong
Villars, French cruiser, Capt. Vaisseu, at Hongkong
Vipere, French gunboat, 4 guns, 100 h.p., Capt. Constolle, at Hongkong
Vladimir Monomach, Russian cruiser, Captain Doubassoff, at Hongkong
Volturno, Italian cruiser Comd. Royeb, at Shanghai
Vostock, Rus. g-bt., 4 guns, Com. Molchoushy, at Vladivostock.
Wolf, German gunboat, 2 guns, 340 h.p., Lieut.-Com. Hellhoff, at Amoy
Zrinyi, Austrian corvette, 4 guns, Capt. Khittel, at Hongkong

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